


From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** 

Sent: Monday, 21 August 2017 11:12 AM

To: 

Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:

We live below the proposed 8 laneway tunnel in Annandale and request that a dilapidation report (before and after excavation) be carried out of our house. Our house was built in the 1890s and we are concerned that the excavation may affect it structurally. For this reason we seek that the dilapidation assessment be carried out and that any damage caused to our house by the excavation linked to the WestConnex project be covered by the applicant.

Thank you



https://majorprojects.accelo.com/?action=view_activity&id=220960

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: Mon, 21 Aug 2017 05:29:05 +0000
To: [REDACTED]
Subject: FW: Submission Details for Paul Degney of NA (comments)

From: [REDACTED]
Sent: Monday, 21 August 2017 9:09 AM
To: [REDACTED]
Subject: FW: Submission Details for Paul Degney of NA (comments)

From: system@accelo.com [mailto:system@accelo.com] On Behalf Of "PAUL DEGNEY"
Sent: Friday, 18 August 2017 8:17 AM
To: [REDACTED]
Subject: Submission Details for Paul Degney of NA (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Paul Degney
Organisation: NA (NA)
[REDACTED]

Address:
[REDACTED]

Arncliffe, NSW
2205

Content:

There appears to be little or no connection with the ever increasingly imposing Port Botany area. There is no solution provided to safely move port traffic. I particularly note that vehicles carrying dangerous goods cannot use the tunnel system. This is further exacerbated by the closing of the Kurnell refinery and terminal. They instead use local D routes in ever increasing size and number 24/7 and it appears that that will continue after the BILLIONS are spent. Not good enough, a massive oversight. Traffic noise will continue to grow and clearly there will be no benefit to local residents who will continue to have their lives disrupted on a 24 hour cycle by the size, volume and noise from increasing truck movements. To be honest it beggars belief that a major reason for the west connex and subsequent additional road projects was to address the needs of the port botany area. It doesn't even remotely address the enormous problems we will continue to face.

[REDACTED]
Submission: Online Submission from Paul Degney of NA (comments)
https://majorprojects.accelo.com/?action=view_activity&id=220737

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: Paul Degney <campaigns@good.do>
Sent: Tuesday, 10 October 2017 6:22 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis cannot be approved.

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead. Furthermore the project fails to properly address one of the main reasons for the creation of WestConnex, Port Botany.

What we will be left with is traffic chaos in local areas because the hundreds of large vehicles carrying dangerous goods will continue to use local roads day and night essentially because laws forbid such goods to traverse tunnels. Very, very poor planning.

We are also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of much more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. I am appalled that these odours are predicted to possibly continue if Stage 3 is approved. No community should be treated in this manner.

Campbell St and Campbell Rd has lost all of its houses and other buildings to the re-alignment works to take traffic down to the St Peters Interchange, which is being built on an old toxic rubbish dump. Seeing neighbours' homes demolished was wrenching and on top of that has been the noise, the dust and traffic and night work in case the daylight disruption wasn't enough. None of this has been reflected in the 'cumulative impacts' assessment in the EIS for which there has been no actual assessment at all of the experience of residents during the Stage 2 New M5.

I object to unfiltered stacks in our community (they are planned for Haberfield, St Peters and Rozelle). In Rozelle there will be an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I cannot understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks. I completely reject the statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks. The government is exposing itself to a massive risk of compensation payouts if it does not require filtration of all stacks as a condition of approval.

St Peters School would be “neatly” triangulated between the two sets of stacks which rise up above the Princes Highway. The prevailing winds in our neighbourhood are from the east, so the exhaust from the stacks will blow over the school whether the wind is coming from the south or the north.

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So we will have to put up with the exhaust from the tunnels and the additional car emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

I am concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

I object to the EIS on the grounds that it fails the Secretary's requirement for “meaningful” consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a ‘plan’.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection. The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner Council Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site 9 James St and City West Lick, based on TfNSW's own data, is the third most dangerous intersection in the inner west. Despite that, SMC wishes to bring in 100 heavy vehicle movements a day, plus an additional 70 light vehicle movements. There have been two fatalities directly out front the proposed site and it belied belief that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish, my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, Paul Degney 123 Forest Rd, Arncliffe NSW 2205, Australia

This email was sent by Paul Degney via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Paul provided an email address (shintaro_1@outlook.com) which we included in the REPLY-TO field.

Please reply to Paul Degney at shintaro_1@outlook.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: [REDACTED]
Sent: Mon, 21 Aug 2017 05:29:29 +0000
To: [REDACTED]
Subject: FW: Submission Details for Michael West (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Michael West"
Sent: Monday, 21 August 2017 8:32 AM
To: [REDACTED]
Subject: Submission Details for Michael West (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Michael West
[REDACTED]

Address:
[REDACTED]

Balmain, NSW
2041

Content:

The proposed Iron cove Link ventilation outlet is too close to Rozelle Public School and will be harmful to children's health. A different location or a different solution needs to be found.

Education Minister Rob Stokes has said that "there is no way in hell" he will allow exhaust stacks from the Beaches Link tunnel being built anywhere near a school. The same commitment needs to apply to WestConnex and all schools.

[REDACTED]
Submission: Online Submission from Michael West (object)
https://majorprojects.accelo.com/?action=view_activity&id=220951

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From:
Sent:
To:
Subject:



From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** [REDACTED]

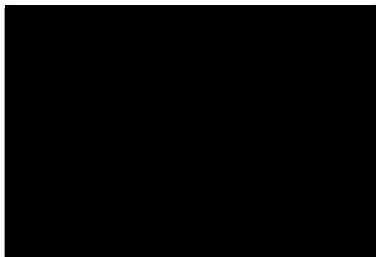
Sent: Sunday, 20 August 2017 7:48 PM

[REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:

The impact of unfiltered smoke stacks on Rozelle and Annandale will endanger children and the general public.

Please instead use this money to keep cars out of the city, and invest in reliable, renewable public transport (try to buy trains and trams that actually fit the tracks).

Do not take away any more green spaces or private homes, only to sell excess to investors later.



https://majorprojects.accelo.com/?action=view_activity&id=220922

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Jane Davies (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Jane Davies"
Sent: Sunday, 20 August 2017 9:31 PM
To: [REDACTED]
Subject: Submission Details for Jane Davies (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jane Davies
[REDACTED]

Address:
[REDACTED]

Lilyfield, NSW
2040

Content:

Key complaints

1. Darley Rd dive site- The traffic impact is poorly assessed- You just need to take a look at the volume of traffic that comes out of Darley Rd, Norton St and Balmain Rd onto city West link each am to appreciate that none of the surrounding roads will be able to cope with the additional traffic burden of B-Double trucks coming out onto city west link to head west. The hill slope on this exit for B-Double truck will mean that maximum two trucks will make it through on a single light change. It will have flow on effects to traffic exiting from James St onto city west link and Darley Rd which already has traffic banked up in peak hour.

2. Unfiltered stacks - both height (eye sore on our residential landscape) and pollution for high density housing and schools in the vicinity. Why would an Environment Impact Statement for the stacks not look at pollution impact to the surrounding dwellings. And this will concentrate the pollution from the entire subterranean road network - this is where the government is then planning to put high density housing and park space. around the Lilyfield rail yards.

The inner west has already borne a significant burden of this development with the trashing of a sizeable area of Haberfield already in the process

Improve our public transport and rail to areas of Sydney - dont increase our car throughput.

[REDACTED]
 Submission: Online Submission from Jane Davies (object)
https://majorprojects.accelo.com/?action=view_activity&id=220926

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From:
Sent:
To:
Subject:



From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** [REDACTED]

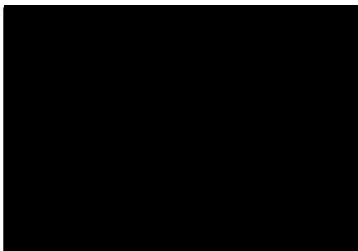
Sent: Sunday, 20 August 2017 12:40 PM

Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:

The Iron Cove Link Ventilation outlet at the end of Terry St, Rozelle, is way to close to Rozelle Public school, residential and retail food premises not to forget the public parks we use every day (Bridge Water Park , King George Park). These are used by thousands of people every week, the air quality will be shocking and dangerous as agreed by medical experts. The noise and vibration and the build up of traffic due to the exit and entrance of the M4 and M5 link will only contribute to the bottle neck already there and add to the deteriorating air quality .

The building of the tunnel is also way to close to the waterway under the Iron Cove bridge, contamination of this water may occur when the construction is underway .

The future of the quality of air can not can not be guaranteed as clean, due the concentration of carbon dioxide coming from the volume of vehicles thru the entrance and exit and also the ventilation outlet . Noting that also the construction will have a devastating affect on the retail outlets along Darling st with rd closures and Rd blockages diverted traffic and people thinking it is going to be way to hard, to much traffic, just wont shop in the local area.

As a Tax payer , I do not agree with this project and waste of public money when 1/4 of this could be spent utilising and upgrading existing public transport links i.e Train signal systems in NSW.

And why are trying to move more cars into the city when we are trying to reduce the level by the current building of the light rail.

Appreciate your time in reading this hope this will help is the stopping of the construction of the ventilation outlet at the end of Terry St.



https://majorprojects.accelo.com/?action=view_activity&id=220912

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Margaret Wallace (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Margaret Wallace"
Sent: Friday, 18 August 2017 5:23 PM
To: [REDACTED]
Subject: Submission Details for Margaret Wallace (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Margaret Wallace
[REDACTED]

Address:
[REDACTED]

Balmain, NSW
2041

Content:

The WestConnex project is flawed because the EIS is being evaluated before the details of the final design are available. The decision to build road tunnels was unsound in the first place as consideration of rail, including underground rail, was excluded as an option, yet Rail could offer a better cost benefit ratio and reduce road congestion and air pollution.

WestConnex will funnel more traffic to the already congested Victoria Rd -Anzac Bridge areas- the latter is already at capacity. Its unfiltered emission stacks will be placed in areas where there are many children, schools and child care centres, as well as a large residential population. Placing a stack in a valley- eg Rozelle Rail Yard- will adversely affect a nearby high rise residents and residents on adjacent high ground. The area is contaminated by former heavy industry, and tunnelling will spread contaminated dust around the neighbourhood. 6 and 8 lane road tunnels will cost more, and be more disruptive, than a 2 lane underground rail tunnel would be. Past experience eg Cross City tunnel shows that motorists are reluctant to use tolled tunnels, leaving the taxpayer to bail out tunnel operators. Finally, how safe would the tunnel be in the event of (say) a petrol tanker catching fire? Scrap it and put in trains instead, like London, New York, Paris, Hong Kong and Singapore.

[REDACTED]
 Submission: Online Submission from Margaret Wallace (object)
https://majorprojects.accelo.com/?action=view_activity&id=220859

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for David Lo (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "David Lo"
Sent: Friday, 18 August 2017 4:52 PM
To: [REDACTED]
Subject: Submission Details for David Lo (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: David Lo
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:
Your complete lack of care for the community is a disgrace.

[REDACTED]
Submission: Online Submission from David Lo (object)
https://majorprojects.accelo.com/?action=view_activity&id=220855

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

<https://westconnexactiongroup.good.do/makeyoursubmissiontothewestconnexm4m5eis/Submission-to-WestConnex-New-M4M5/>

Feedback on EIS for WestConnex M4-M5 Link (Application Number SSI 16 7485)

Thank you for the opportunity to give my feedback on the EIS for WestConnex M4-M5 Link. I oppose the project and outline my major concerns below, particularly those related to Rozelle Public School (the School) as a sensitive receptor.

Ventilation: Air pollution

WestConnex proposes unfiltered tunnel ventilation outlets of unknown heights: one approximately 250m northwest and three others approximately 700m south of the School. At present there is insufficient detail or evidence of analysis to determine the impact to the children at the School. Please provide the following:

- An analysis of current traffic volumes at 9am, noon and 3pm on Victoria Road adjacent to the school, and projected traffic analysis for school days both on Victoria Road adjacent to the School, and for both a tolled and toll-free Iron Cove Link tunnel adjacent to the School, at 9am, noon and 3pm, by commercial and non-commercial vehicle type,
- Evidence of current air pollution levels at the School from 9am, noon and 3pm for all school days in the past year, and the projected levels of air pollution at the School post-construction at 9am, noon and 3pm on day one, year one, year five and year ten, including carcinogenic diesel particulates, PM 2.5 particulates, and any other relevant measurement,
- Details of the prevailing wind and other relevant weather conditions at the School for each day in the past year,
- The final design of the 4 ventilation shafts proposed for Rozelle, including the height, diameter, façade and exact location, and a commitment that all ventilation shafts in Rozelle will be filtered for PM2.5,

Air pollution, noise and vibration during construction

Four to five years of construction works is proposed, including work as close to the School as Wellington Street, constructing the Iron Cove Link tunnel entrance and exit on Victoria Road approximately 250m from the School, with tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of their entire primary school education - during the entire time that our children are present on school grounds or at home.

Please provide a construction plan to include specific commitments and plans to:

- Limit negative impacts on our children's abilities to learn and play during these times,
- Eliminate noise at pre-school infants' nap-times and during tests at the School
- Minimise the impact of construction children's physical health, stress levels, and the impact on those with pre-existing respiratory conditions,
- Ensure children living within 500m of construction are able to receive full nights of sleep, as lack of sleep leads to tiredness and proven difficulty learning.

Soil pollution in construction

Please provide specific plans that ensure that construction will not cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and specific plans to eliminate the spread of soil contaminants throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

At present there is insufficient traffic management detail to ensure the safety to the children at the School both during construction and operation. Please provide the following:

- A traffic plan concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road and footpath users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic,
- Details of traffic modelling concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road users, including buses, pedestrians and cyclists during operation whilst the Iron Cove Link is toll-free, and if the Iron Cove Link is tolled in future, including any potential rat runs created by road users avoiding tolls,
- A traffic plan to maximise our children's health and safety and ability to walk to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park, and the School swim carnival at Drummoyne pool,
- Details of the impacts on bus routes and stops, and cycle paths and footpaths within 500m of construction, including but not limited to Victoria Road during construction and operation,
- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

Other major concerns I have include:

For the sake of our community, our families, and our children, I hope you will be able to consider and address these important concerns.

Yours Sincerely,

Signature: 

I allow / do not allow for my personal details to be published.

I have not made a reportable political donation over \$1000 in the past 2 years.

Name: DAVID LO

Address: 26 BYRNES ST, ROZELLE 2039

Email: david.lo@200republic.com.au

From: David Lo <campaigns@good.do>
Sent: Saturday, 14 October 2017 11:50 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Dear Sir / Madam, Reference: Westconnex M4-M5 Submission / Objection I am writing to lodge my objection regarding the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed. The areas of concern refers to section 28.6: Overall for "Table 28-6 Environmental risk analysis of key issues". Table 28-6 says it covers the Environmental risk analysis of key issues. Why are many of the identified risks said to be managed and mitigated by a plan that "will be prepared and will include..." An example is the Construction Noise and Vibration Management Plan. Why hasn't this plan been developed so that we can actually comment on it? This puts the real management measures to be proposed after the project is approved. What influence can we have then? Table 28-6 Environmental risk analysis of key issues includes for air quality:

"Increase in modelled pollutant concentrations on Victoria Road to the north of Iron Cove Link, near Anzac Bridge and Canal Road at Mascot, as a result of the general increase in traffic at that location due to the project."

It then says: "While the project cannot control the general increase in traffic growth over time and related increase in vehicle emissions, the progressive introduction of more stringent vehicle emissions regulations will continue over the life of the project." This is an unacceptable statement on the management of a critical risk – air quality. It basically passes the management of poor air quality due to an increase in traffic volume to someone else! Westconnex will says it will be a risk until other laws are settled. How is this an acceptable management of a risk that will impact Rozelle Public School (RPS)? Table 28-6 Environmental risk analysis of key issues includes for contamination in construction: "Further investigation of contamination areas will be undertaken and a Remediation Action Plan will be prepared where necessary. Likelihood = Unlikely, Consequence = Moderate, Risk = Low" Rozelle has been an industrial and power generating area for generations. We know that it is dangerous to grow and eat any vegetables in our gardens. This was on TV on Gardening Australia! The risk of contamination is not low and a Remedial Action Plan is necessary. Where is the Remedial Action Plan?

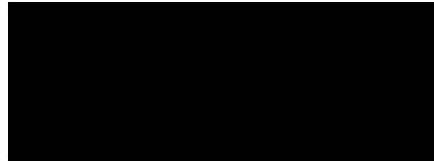
Yours sincerely, David Lo 26 Byrnes St, Rozelle NSW 2039, Australia

_____ This email was sent by David Lo via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however David provided an email address (david.lo@zoorepublic.com.au) which we included in the REPLY-TO field.

Please reply to David Lo at david.lo@zoorepublic.com.au.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From:
Sent:
To:
Subject:



From: system@acelo.com [mailto:system@acelo.com] **On Behalf Of** [REDACTED]

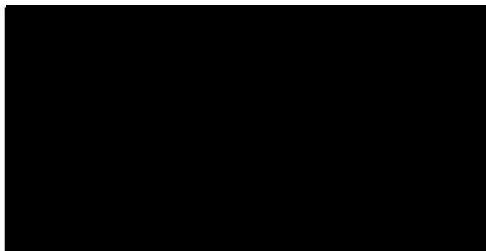
Sent: Friday, 18 August 2017 1:15 PM

Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:
Hi,

I refer to the settlement section on page xvii of the Exec Summary and specifically to this section which is relevant to my house:

"For the majority of the proposed alignment the tunnels are located at depths of greater than 35 metres below ground level and in competent bedrock. As a result the risk of ground movement is limited. However, there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground movement above 20 millimetres is predicted. These discrete areas generally coincide with areas of shallower tunnelling and/or where multiple tunnels are located close to each other".

My questions are:

- (a) as it is predicted, this settlement is considered more likely than not - correct?
- (b) what is the maximum in the realm of "likely" (given "above 20mm" is predicted)?
- (c) what is the observable effect in a house of "above 20mm" settlement on old houses without sophisticated foundations?
- (d) when it says "in the vicinity of Lord St Newtown" - how large is that vicinity? Why is this area particularly affected as tunnels are over 40m at this point: see M4-M5 EIS_Vol 2B_App E Geological long sections_part 1.pdf
- (e) How does the EIS account for cumulative subsidence/settlement impact with the Metro tunnel in this area?
- (f) What project provisions have been made for rectification work?

(g) How will Metro and Westconnex act together to ensure no arguments about who would be liable for rectification of settlement issues should any arise?



https://majorprojects.accelo.com/?action=view_activity&id=220812

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for David Thorp of Principal Advice (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "David Thorp"
Sent: Friday, 18 August 2017 12:33 PM
To: [REDACTED]
Subject: Submission Details for David Thorp of Principal Advice (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: David Thorp
Organisation: Principal Advice (Principal Advisor)
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:

The business case & economics are flawed, not least due to a failure to consider alternative options better suited to long-term Sydney strategic planning (including the development of Badgerys Creek), inadequate consideration of traffic spill-over onto local streets and parking, and also over-statement of "willingness-to-pay" for dubious time savings, particularly taking into account household budget limits (as per Hensher's work).

This is what we should be doing:
davidthorp.net/transport-plan/sydney-metro-hst

[REDACTED]
Submission: Online Submission from David Thorp of Principal Advice (object)
https://majorprojects.accelo.com/?action=view_activity&id=220785

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Saskia Lo (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Saskia Lo"
Sent: Friday, 18 August 2017 4:50 PM
To: [REDACTED]
Subject: Submission Details for Saskia Lo (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Saskia Lo
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:

The location of the stacks to Rozelle Public School shows no consideration for childrens health and wellbeing. Not to mention the years of construction that will disrupt their entire primary school education. We are opposed to this plan!

[REDACTED]
Submission: Online Submission from Saskia Lo (object)
https://majorprojects.accelo.com/?action=view_activity&id=220853

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

<https://westconnexactiongroup.good.do/makeyoursubmissiontothewestconnexm4m5eis/Submission-to-WestConnex-New-M4M5/>

Feedback on EIS for WestConnex M4-M5 Link (Application Number SSI 16 7485)

Thank you for the opportunity to give my feedback on the EIS for WestConnex M4-M5 Link. I oppose the project and outline my major concerns below, particularly those related to Rozelle Public School (the School) as a sensitive receptor.

Ventilation: Air pollution

WestConnex proposes unfiltered tunnel ventilation outlets of unknown heights: one approximately 250m northwest and three others approximately 700m south of the School. At present there is insufficient detail or evidence of analysis to determine the impact to the children at the School. Please provide the following:

- An analysis of current traffic volumes at 9am, noon and 3pm on Victoria Road adjacent to the school, and projected traffic analysis for school days both on Victoria Road adjacent to the School, and for both a tolled and toll-free Iron Cove Link tunnel adjacent to the School, at 9am, noon and 3pm, by commercial and non-commercial vehicle type,
- Evidence of current air pollution levels at the School from 9am, noon and 3pm for all school days in the past year, and the projected levels of air pollution at the School post-construction at 9am, noon and 3pm on day one, year one, year five and year ten, including carcinogenic diesel particulates, PM 2.5 particulates, and any other relevant measurement,
- Details of the prevailing wind and other relevant weather conditions at the School for each day in the past year,
- The final design of the 4 ventilation shafts proposed for Rozelle, including the height, diameter, façade and exact location, and a commitment that all ventilation shafts in Rozelle will be filtered for PM2.5,

Air pollution, noise and vibration during construction

Four to five years of construction works is proposed, including work as close to the School as Wellington Street, constructing the Iron Cove Link tunnel entrance and exit on Victoria Road approximately 250m from the School, with tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of their entire primary school education - during the entire time that our children are present on school grounds or at home.

Please provide a construction plan to include specific commitments and plans to:

- Limit negative impacts on our children's abilities to learn and play during these times,
- Eliminate noise at pre-school infants' nap-times and during tests at the School
- Minimise the impact of construction children's physical health, stress levels, and the impact on those with pre-existing respiratory conditions,
- Ensure children living within 500m of construction are able to receive full nights of sleep, as lack of sleep leads to tiredness and proven difficulty learning.

Soil pollution in construction

Please provide specific plans that ensure that construction will not cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and specific plans to eliminate the spread of soil contaminants throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

At present there is insufficient traffic management detail to ensure the safety to the children at the School both during construction and operation. Please provide the following:

- A traffic plan concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road and footpath users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic,
- Details of traffic modelling concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road users, including buses, pedestrians and cyclists during operation whilst the Iron Cove Link is toll-free, and if the Iron Cove Link is tolled in future, including any potential rat runs created by road users avoiding tolls,
- A traffic plan to maximise our children's health and safety and ability to walk to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park, and the School swim carnival at Drummoyne pool,
- Details of the impacts on bus routes and stops, and cycle paths and footpaths within 500m of construction, including but not limited to Victoria Road during construction and operation,
- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

Other major concerns I have include:

For the sake of our community, our families, and our children, I hope you will be able to consider and address these important concerns.

Yours Sincerely,

Signature: 

☒ I allow ☐ do not allow for my personal details to be published.

I have not made a reportable political donation over \$1000 in the past 2 years.

Name: SASKIA LO

Address: 26 Byrnes St, Rozelle 2039.

Email: saskia.lo@200republic.com.au

From: Ellen Sessini on behalf of DPE CSE Information Planning Mailbox
Sent: Monday, 16 October 2017 9:15 AM
To: [REDACTED]
Subject: FW: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

From: Saskia Lo [mailto:campaigns@good.do]
Sent: Saturday, 14 October 2017 11:52 AM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Dear Sir / Madam, Reference: Westconnex M4-M5 Submission / Objection I am writing to lodge my objection regarding the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed. The areas of concern refer to the proposed unfiltered exhaust stacks: The Concept Design is proposing two unfiltered stacks to be placed in Rozelle which, potentially, will exhaust the fumes and pollutants from:

- the whole of the tunnel from St Peters to Rozelle, (approx. 3.9 km)
- the cross-harbour tunnel travelling south, (approx. 2.8km from Goat Island)
- the tunnel from Haberfield to Rozelle (approx. 3.2 Km)
- and the tunnel from Iron Cove to Rozelle goods yards (approx. 0.9 Km)

This represents something like the concentrated pollution from some 11 km of freeway (much of it 4 lanes) all being poured into Rozelle. And there is also the threat of an additional exhaust stack for the cross harbour tunnel..maybe somewhere on the Balmain Peninsular or Goat Island. This will drift south and add to the pollution in Rozelle. There are a number of concerning aspects about the design of the ventilation system:

- These are very long tunnels by world standards
- There are complex off-takes and linkages underground
- Are the engineering models good enough to safely predict what is going to happen? (They were clearly not good enough for the M5 tunnel which was much more straightforward).
- With longitudinal ventilation over the length of those tunnels, I assume, that friction with the forced air flow will become a major factor....thus forcing up the size and cost of the jet fans. Are we going to see a drive for economies in running these jet fans in the short term or when a private buyer takes over? What protection or assurances do we residents have?
- Has some form of transverse ventilation been considered? This would also seem to offer some safety measures where there is mechanical failure with a section of the fans.
- What level of redundancy is going to be built into the ventilation systems. What safety features? What happens when there is a fire or a bomb deep in one of the tunnels? What happens when there is an accident near one of the exits and there is 3 km x 4 lanes of traffic banked up underground?
- I assume that there is some level of redundancy built into the ventilation shaft system but it hasn't been publicised. It should be publicised. What happens on calm days? EPA data show relatively low average wind speeds in Rozelle of 1.8 m per second and a 14.6% incidence of calms. That is, on the equivalent of 54 days a year the air is still and you cannot rely on atmospheric turbulence to mix and disperse the air from the ventilation stacks. This means that this toxic mix will spill out into a very localised area around the stacks. Longley and Gustavo Olivares (2010)³ in a research report on tunnel ventilation in New Zealand conclude: However, stack and especially portal emissions can lead to highly localised 'hotspots' of increased concentrations. It is quite possible that road tunnel emissions can lead to localised breaches of the National Environmental Standards for PM10 and NO2 around stacks and portals, as well as exceedences of Regional Air Quality Guidelines. This is critically important if these locations coincide with Rozelle Public School as well as residences, businesses or any other land-use in which people are likely to be exposed. I understand that when particulate matter or other pollutants are discharged through the exhaust shafts that the majority of the pollutants descend in a radius of about 300-600 m. At least, this was the case for PM10 and NOx with the M5 stack. There is still significant fallout over a much greater radius than this. Thus we will have something like the following situation in Rozelle after the exhaust systems are operating. I believe that living and having children attend school in the vicinity of the two proposed stacks that we will be exposed to pollution level of about 12 (from surface roads) + 12 (from the ventilation stacks) = 24 µg/m³ PM2.5 especially on calm days. And because these are averages they say nothing about PEAK levels of exposure around peak hours and when there might also be atmospheric pollution from fires, dust storms or temperature inversions. Clearly peak levels will be much higher than the averages. Perhaps 10 times higher. There is no safe level of exposure to PM2.5 particles or smaller particles. To claim that the exhausts meet international standards is dissembling. To protect our health the levels should be zero. International standard levels have been dropping continuously for 20 plus years and are likely to continue to drop as

knowledge increases. The UN's World Health Organisation has current guidelines recommending that annual exposure be limited to 10 µg/m³ for PM_{2.5}. Australia has opted for 8 µg/m³. However, we should not be patting ourselves on the back for having tighter standards than other countries or because Paris has higher background pollution than Sydney. European studies show that each 5 microgram per cubic metre increase in PM_{2.5} concentration was associated with a 7% increase in mortality risk (hazard ratio [HR] 1.07, 95% confidence interval). Every increase of five micrograms per cubic metre of PM_{2.5} drove the risk of lung cancer up by 18 per cent. So accepting a level of 24 µg/m³, or anything like it, for the pupils of Rozelle Public School where a ventilation stack is proposed to be built nearby is clearly unacceptable with today's knowledge. If the majority of the pollution is due to "natural" factors such as dust, sea salt and bush fires, it is still not acceptable to increase the PM_{2.5} load by about 50% from roads. In fact, any level above 8 µg/m³ would contravene the existing guide lines. Ultra fine particles None of these standards addresses the issue of ultra-fine particles. It is known that these have even more damaging health impacts than PM_{2.5} particles and above. However, they are not being measured so there is a high level of ignorance about what ultrafine particles will be contributing to the mix of exhaust gases descending on Rozelle Public School. This is not good enough and steps must be taken to measure and monitor the levels of such particles on a long term basis around the ventilator stacks and where pupils and teachers are exposed. I look forward to your response to my objection,

Yours sincerely, Saskia Lo 26 Byrnes St, Rozelle NSW 2039, Australia

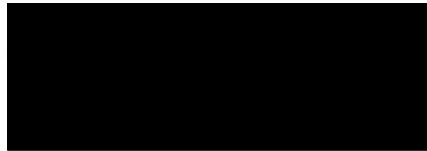
_____ This email was sent by Saskia Lo via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Saskia provided an email address (saskia.lo@zoorepublic.com.au) which we included in the REPLY-TO field.

Please reply to Saskia Lo at saskia.lo@zoorepublic.com.au.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

▪

From:
Sent:
To:
Subject:



From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** [REDACTED]

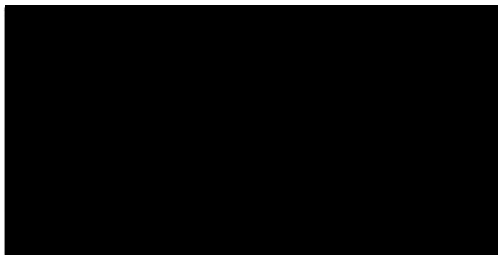
Sent: Monday, 21 August 2017 8:57 PM

Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:

This is the biggest waste of taxpayers money in modern Australian history obviously "big business" has lobbied the appropriate (soft target) politicians. What is needed is an independent review of the concept never mind the actual detail as a long term objective does not seem to have been included in the feasibility studies and cost benefit analysis.



https://majorprojects.accelo.com/?action=view_activity&id=221000

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Maggie Callinan (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Maggie Callinan"
Sent: Wednesday, 23 August 2017 1:30 PM
To: [REDACTED]
Subject: Submission Details for Maggie Callinan (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Maggie Callinan
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:

The Health Appendix in the EIS shows a table (Table 6.27) with unacceptable levels of PM 2.5 for people more than 30m above ground level of stacks. This means that most residents in Lilyfield, Annandale, Rozelle and Glebe will be getting unacceptable (fatal) concentrations because of the topography. These suburbs are built on hills! How has the EIS ignored this?

[REDACTED]
Submission: Online Submission from Maggie Callinan (object)
https://majorprojects.accelo.com/?action=view_activity&id=221117

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sherrill Nixon of Haberfield Public School P&C (object)

From: system@acelo.com [mailto:system@acelo.com] **On Behalf Of** "Sherrill Nixon"
Sent: Tuesday, 22 August 2017 9:54 PM
To: [REDACTED]
Subject: Submission Details for Sherrill Nixon of Haberfield Public School P&C (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sherrill Nixon
 Organisation: Haberfield Public School P&C (Parent representative)
 [REDACTED]

Address:

[REDACTED]

Ashfield, NSW
 2131

Content:

I am writing to request the Department of Planning take the necessary action to extend the EIS submission period to 90 days.

I believe 60 days is insufficient time for organisations such as our P&C to read the full EIS and understand it sufficiently, convey it to other members, hold meetings, ask questions of SMC and other agencies (and receive answers) and write submissions. I note the 60 days includes two weeks of school holidays, a time during which it is extremely difficult to communicate with parents.

In addition, I am writing this shortly after the completion of tonight's WestConnex Community Reference Group meeting, at which we heard how full project manager Peter Jones's diary is. Extending the submission period would enable Mr Jones and his colleagues to hold more community meetings - including one at our school and another in the Haberfield/Ashfield neighbourhood to explain Options A and B. This project will have a significant impact on our community, which is already being negatively after by the M4 East project in many ways.

Please consider this request immediately. I will make a further submission on the substance of the EIS at a later date.

Regards
 Sherrill Nixon

[REDACTED]
Submission: Online Submission from Sherrill Nixon of Haberfield Public School P&C (object)
https://majorprojects.accelo.com/?action=view_activity&id=221067

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for company Haberfield Public School P&C Association (org_object)
Attachments: 228098_HPS_OptionBpetition_2017Oct16_1424.pdf

From: system@acelo.com On Behalf Of Sherrill Nixon
Sent: Monday, 16 October 2017 2:25:14 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for company Haberfield Public School P&C Association (org_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sherrill Nixon
 Organisation: Haberfield Public School P&C Association (P&C member)
 Govt. Agency: No
 [REDACTED]

Address:

[REDACTED]

Haberfield, NSW
 2045

Content:

Please find attached a petition signed by 248 parents and carers of students at Haberfield Public School and other members of the school community, objecting to Option B on the grounds listed on the petition. We ask that this be accepted as a submission to the EIS.

[REDACTED]
 Submission: Online Submission from company Haberfield Public School P&C Association (org_object)
https://majorprojects.acelo.com/?action=view_activity&id=228098

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.acelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.acelo.com/?action=view_site&id=3247

WestConnex M4-M5 Link

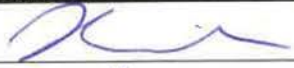





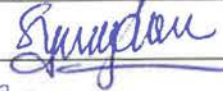

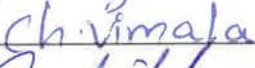
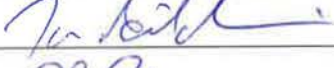
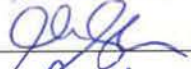
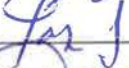




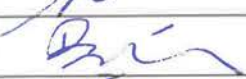
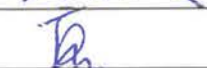

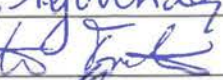



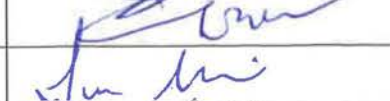
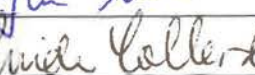
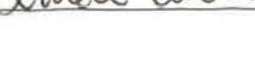

Haberfield Public School Petition

I am a parent or carer of a child/children attending Haberfield Public School.

I object to the proposed combination of construction facilities at Haberfield referred to as 'Option B' in the Environmental Impact Statement for the WestConnex M4-M5 Link for the following reasons:

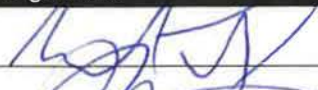



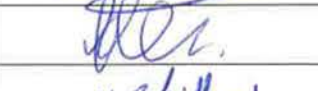
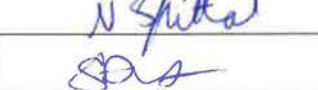

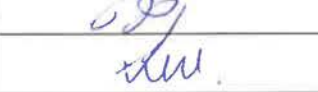
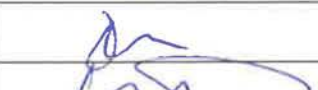
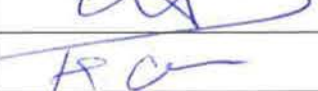



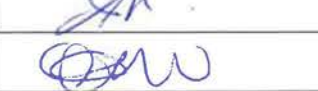






1. The light vehicle and heavy vehicle traffic associated with Option B (including over 140 heavy vehicle movements per day) would create real and significant safety risks for school children and their parents in travelling to and from the school during school drop-off and pick-up times;
2. The proposal includes temporary closures of one lane of Alt Street and Bland Street to establish construction vehicle access, which is unacceptable from a traffic impact and safety perspective given these streets are the main southern access routes to and from the school;
3. The proposal would lead to long term significant traffic impacts along Bland Street particularly light traffic movements going to and from the civil site entrance/exit on Bland Street, and likely loss of parking near the school due to construction vehicles parking along local roads;
4. The proposed heavy vehicle ingress point to the Parramatta Road West site is located approximately 10m from the intersection of Bland Street and Parramatta Road which is used by a large number of students and parents in their commute to and from the school;
5. The Parramatta Road West civil and tunnel site is proposed to include tunnel excavation as well as stockpiling of excavated material and spoil haulage 24 hours a day, 7 days a week, which will have significant noise and air quality impacts for surrounding residences as well as students and staff of the school;
6. It is not appropriate or in the public interest for a construction site for Australia's most significant road project to be located approximately 200m from a large primary school where more than 600 students are moving to and from the school every weekday;
7. The construction site layouts and access arrangements are conceptual only, with the final design still to be confirmed. This uncertainty creates significant anxiety for the local community as the precise impacts of the proposal are not clear, have not been properly assessed and the future process does not allow for community input;
8. The above impacts are noted in the EIS as being 'temporary' however are not short in duration and are predicted to last for approximately five years - for hundreds of children, this means their entire primary school years will be impacted by the WestConnex works; and
9. Option A, being the alternative combination of construction facilities presented in the EIS, would utilise existing construction areas which are located away from sensitive uses including schools and day care centres and presents a far safer option with materially less impacts.

WestConnex M4-M5 Link
Haberfield Public School Petition

| Name | Suburb | Signature |
|--------------------|--------------|---|
| KAREN LEVI | CANADA Bay |  |
| Liz McQueen | Ashfield |  |
| Veshe Dimoski | Ashbury |  |
| SANJAT Y.W. | HABERFIELD |  |
| N. BAGGI | Ashfield |  |
| Dan Liu | Ashfield |  |
| SACHIN WAREHARE | ASHFIELD |  |
| Jemma Cummings | CROYDON |  |
| Vimala chennupati | Ashfield |  |
| In Kirkison | HABERFIELD |  |
| Chene Longden | Haberfield |  |
| Sanjay Khadgi | Ashfield |  |
| Charish Ruppel | haberfield |  |
| Rachel Wilson | Haberfield |  |
| Linda Limhardgt | Ashfield |  |
| Judy Simon | Rodd Point |  |
| Nicole Carruth | Haberfield |  |
| Brian He | Ashfield |  |
| Timberley Kang | Ashfield |  |
| Patricia Govender. | Ashfield. |  |
| PETER O TRUTE | ASHFIELD |  |
| Jaime Lorenzo | Ashfield |  |
| Mei Sanu | Haberfield |  |
| XIANG XU | Ashfield |  |
| Yan Ji yem | CROYDON PARK |  |
| Jane Morris | Ashfield |  |
| Linda Collard | Leichhardt |  |

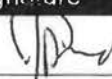








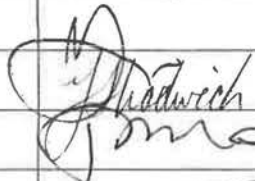

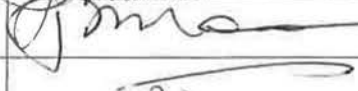


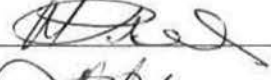





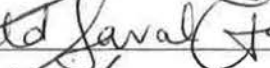
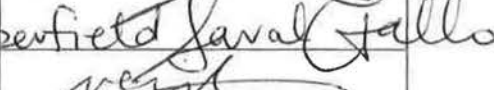
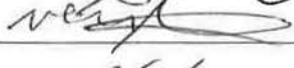
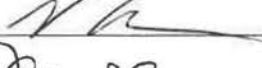



WestConnex M4-M5 Link

Haberfield Public School Petition




| Name | Suburb | Signature |
|--------------------|--------------|--|
| Merinda Timpany | Haberfield |  |
| David Wright | Haberfield |  |
| Paul De Gabrielle | Ashfield |  |
| Zelma Baggis | Russell Lea | 2 Baggis |
| Ellen MILWARD | FIVE DOCK |  |
| Andrew Daly | Haberfield |  |
| Ahmet Bayci | Ashfield |  |
| Natasha Spittal | Summer Hill | N Spittal |
| Samantha Proctor | FIVE DOCK |  |
| Jenny Hui | Ashfield |  |
| BILL WANG | Ashbury |  |
| Ken Welsh | Croydon Park |  |
| JOHN COSTA | EARLWOOD |  |
| Lisa Dandall | Lewisham |  |
| Kritkanok Clarty | Leichhardt |  |
| CELESTE CLARK | LEICHHARDT |  |
| SUZANNAH POTB | ASHFIELD |  |
| ADAM TURNOR-BROWNE | ASHFIELD |  |
| Cilian Yan | ASHFIELD |  |
| Jenny Chan | Ashfield |  |
| Wendy Tanaka | Haberfield |  |
| Lucy McLean | Leichhardt |  |
| Anne Bahamed | Croydon | |
| BRADLEY NEWMAN | ASHFIELD | |
| Paul GUGLIEMINO | FIVE DOCK | |
| Lon Cuykeim | FIVE DOCK | |
| Sharmelle Smith | Leichhardt | |

WestConnex M4-M5 Link

Haberfield Public School Petition

| Name | Suburb | Signature |
|-----------------|--------------|---|
| IRIS TSANG | Haberfield |  |
| KEVIN MAN | Haberfield |  |
| DIPESH SHRESTHA | Ashfield |  |
| KUMAR NOMULA | ASHFIELD |  |
| Emma Lee | ASHFIELD |  |
| Blaire Nuttall | Ashfield |  |
| Sandy P. | Haberfield |  |
| Mel Owens | Ashfield |  |
| Sam Hadzi | Haberfield |  |
| Amelia Wise | Haberfield |  |
| Yara Aladweih | Ashfield |  |
| Yara Aladweih | Haberfield |  |
| Jenny Chen | Albany |  |
| Donatien | Ashfield |  |
| Maria Pires | Haberfield |  |
| Janet Day | Haberfield |  |
| Julie Andrade | Croydon |  |
| Belinda Besnel | Croydon |  |
| William Hoke | HABERFIELD |  |
| Gulaty Khardak | Croydon Park |  |
| Cindy Xia | Croydon |  |
| Sarah Gallo | Haberfield |  |
| Veronica Youn | Croydon Park |  |
| Vi Tan | Canada Bay |  |
| Maria Carrozza | Haberfield |  |
| Will Adinkwa | Ashfield |  |
| Vince Perreira | Canterbury |  |

WestConnex M4-M5 Link
Haberfield Public School Petition

| Name | Suburb | Signature |
|------------------|----------------|---|
| Soshua Chen | Haberfield |  |
| Afroz Kariem | Haberfield |  |
| Laura Moody | Ashfield |  |
| Glenn MOORE | Croydon Park |  |
| Sarah Coughlin | Croydon Park |  |
| Phil Barle | CROYDON |  |
| Katherine McGrow | Croydon |  |
| Nick Cowell | Ashfield |  |
| Asmae mer | Hurlstone Park |  |
| ZHE GAO | Ashfield |  |
| Jill Jenkins | MT Coleah |  |
| Enza Sirianni | Haberfield |  |
| GRANT WATSON | FIVE DOCK |  |
| Michael Tarnado | Haberfield |  |
| Cherlene Maniaci | Five Dock |  |
| Michelle O'Neill | Ashfield |  |
| Asha ROBINSON | Haberfield |  |
| Thi Tran | Croydon Park |  |
| Calvin Naylor | Haberfield |  |
| Rod de Groot | Rodd Point |  |
| Maggie Zhang | Burwood |  |
| Reema N. Prodhan | Ashfield |  |
| Suman Dhan | Ashfield |  |
| Amy Raneri | Haberfield |  |
| Sharon Coulton | Ashfield |  |
| Suzie Sole | Russell Lea |  |
| Megan Eldridge | Haberfield |  |




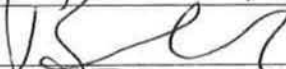


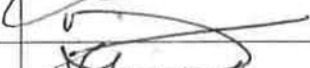
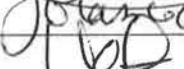



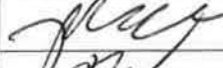

WestConnex M4-M5 Link

Haberfield Public School Petition

| Name | Suburb | Signature |
|-------------------------|--------------|-------------------------|
| CAROL CONNOLLY | HABERFIELD | Carol Connolly |
| Sunny Zhou | Ashfield | Sunny Zhou |
| Oscar Henderson-Faranda | Leichhardt | Oscar Henderson-Faranda |
| Dien Tiao | Ashfield | Dien Tiao |
| Amelia Sanders | HABERFIELD | Amelia Sanders |
| Domenic Babillo | Croydon | Domenic Babillo |
| Rebecca Ross | Haberfield | Rebecca Ross |
| Amy Chen | Ashfield | Amy Chen |
| Karen McCluskey | Haberfield | Karen McCluskey |
| Osmay WARDAK | Croydon Park | Osmay WARDAK |
| Helene Chen | Haberfield | Helene Chen |
| EBEN WHEELER | ASHFIELD | Eben Wheeler |
| AARON LEVI | CANADA BAY | Aaron Levi |
| Safar French | Leichhardt | Safar French |
| MELISSA MCILLIAN | HABERFIELD | Melissa McMillan |
| ARNAB MOOKHERJEE | ASHFIELD | Arnab Mookherjee |
| I-TING Lo | Belfield | I-TING Lo |
| Indira | Ashfield | Indira |
| Emma Dupal | Ashfield | Emma Dupal |
| Connie Salmon | Haberfield | Connie Salmon |
| Jennifer Moore | Croydon Park | Jennifer Moore |
| Gillian Hodgson | Haberfield | Gillian Hodgson |
| Danielle Lanouke | Haberfield | Danielle Lanouke |
| JOHN RANERI | HABERFIELD | John Raneri |
| Knox Cox | Haberfield | Knox Cox |
| Simon McMillan | Haberfield | Simon McMillan |
| HUSOOK CHA | Lakemba | Husook Cha |

WestConnex M4-M5 Link

Haberfield Public School Petition

| Name | Suburb | Signature |
|--------------------------|--------------|---|
| A Kozzullo | Bexley |  |
| V. Baldwin | Croydon |  |
| R Fordham | Abbotsford | R Fordham |
| P. Signorelli | Summer Hill | P. Signorelli |
| E. Signorelli | Croydon Park | EE |
| S. Bahamad | Ashfield | S Bahamad. |
| YU YUAN WANG | Ashfield |  |
| Jo Dwyer - Bk | Summer Hill |  |
| Gisella | Haberfield | Gisella |
| Tomomi Baudys | Ashfield | 西友美 |
| B. Cohen | Leichhardt |  |
| Thong | Five Dock |  |
| Ray Tanti | Five Dock |  |
| NICOLE MORGAN | ASHFIELD |  |
| JANE GLASSCOCK | HABERFIELD | Jane Glasscock |
| HELENA FORD | HABERFIELD |  |
| Emily Hodgson | HABERFIELD |  |
| Subhija Rasmuni | FIVE DOCK |  |
| M. TARRIS | HABERFIELD | M. Tarris |
| Vipul Gupta | ASHFIELD | vipulgupta |
| Jenny Trute | ASHFIELD | Jenny Trute |
| THOMAS CAMPI | LEICHHARDT | Thomas Campi |
| Ankita Modi | Ashfield | Ankita Modi |
| JAMES STALDRI | HABERFIELD |  |
| NHAN PHAM | Haberfeldy |  |
| Djani Vukovic | Ashfield |  |
| Alianjan | Ashfield |  |

WestConnex M4-M5 Link

Haberfield Public School Petition

| Name | Suburb | Signature |
|-------------------|-------------|-------------------|
| GAOXIANG XU | Ashfield. | Gaoxiang Xu |
| MARTIN J. HARRIS | HABERFIELD | Martin Harris |
| Geoff Morrow | Haberfield | Geoff Morrow |
| Collette Johnson | Haberfield. | Collette Johnson |
| Kerrey Barton | ASHFIELD | K Barton |
| Caroline Low | Haberfield | Caroline Low |
| Urrut Talarico | Haberfield | Urrut Talarico |
| JAMES FAIRBANK | SILVERWATER | James Fairbank |
| Vivien Smy | Drumoyne | Vivien Smy |
| Ryan Austable | Haberfield | Ryan Austable |
| Kristy Austable | Haberfield | K Austable |
| Sarah Callister | Haberfield | Sarah Callister |
| TERRY KILUCK | LEICHHARDT | Terry Kiluck |
| ROB HARDEN | ASHFIELD | Rob Harden |
| DAVID JORDAN | CROYDON | David Jordan |
| Glen Sheldrick | Haberfield | Glen Sheldrick |
| Nyala Wad | Haberfield | Nyala Wad |
| RUSSELL LYSLE | ASHFIELD | Russell Lysle |
| SRINAKH TURNER | ASHFIELD | Srinakh Turner |
| May Duhan | Ashfield | May Duhan |
| Kevin Xu | Ashfield | Kevin Xu |
| HANSEL YUEN | ASHFIELD | Hansel Yuen |
| Paulina Mosumen | Ashfield | Paulina Mosumen |
| Concetta Talarico | Haberfield | Concetta Talarico |
| Antonio Talarico | Haberfield | A Talarico |
| Adrian Carrozza | Haberfield | Adrian Carrozza |
| NAT TALARICO | HABERFIELD | N. Talarico |

Haberfield Public School Petition

[illegible]

Haberfield Public School Petition

[illegible]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sherrill Nixon (object)
Attachments: 228094_M45_NixonZauch submission_2017Oct16_1418.pdf

From: system@accelo.com On Behalf Of Sherrill Nixon
Sent: Monday, 16 October 2017 2:20:15 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Sherrill Nixon (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sherrill Nixon
[REDACTED]

Address:
[REDACTED]

Ashfield, NSW
2131

Content:
Please find attached our submission

[REDACTED]
Submission: Online Submission from Sherrill Nixon (object)
https://majorprojects.accelo.com/?action=view_activity&id=228094

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

Submission to the M4-M5 Link EIS (SSI 16_7485)

From Sherrill Nixon and Gavin Zauch (Ashfield residents and Haberfield Public School parents)

October 16, 2017

To whom it may concern

We make this submission as residents of Ashfield, parents of two students who attend Haberfield Public School and active community members who participate in local sporting and other organisations. Sherrill is also a representative of the Haberfield Public School P&C on the WestConnex Community Reference Group.

We have lived with the noise, dust, traffic congestion, general disruption and community division, anger and stress caused by the WestConnex development since the M4 East project began. We have also heard SMC's promises to our community that above-ground construction work would not be required following the opening of the M4 East stage. It was a condition of the M4 East approval that all Haberfield and Ashfield above-ground WestConnex construction sites were to be rehabilitated and returned to the community when the project finished. Now we learn our community will be subject to a further four years of disruption caused by above-ground construction activities at many of the same sites, and the new ones outlined in Option B.

We now write to object to the M4-M5 Link development plans outlined in the Environmental Impact Statement, due to the ongoing impact they will have on the Haberfield/Ashfield communities and the fact they are a breach of SMC and WestConnex's promises to our community. We object to all ongoing work in Haberfield and Ashfield beyond the M4 East project. We especially object to the specific plans proposed in the EIS and most particularly to proposed Option B.

We request the Department of Planning not approve the EIS in its current form.

We strongly believe the M4-M5 Link stage, as proposed, will exacerbate the numerous adverse impacts that have already affected our community. We believe it poses a threat to our children's education, health and safety, and to the community's mental and physical wellbeing. Furthermore, we believe the benefits outlined in documents promoting WestConnex are dubious and do not outweigh the terrible damage to communities in the inner west, and we object to the farcical process by which this whole project has been run.

Objections

1. EIS is only indicative

We request the EIS be rejected on the grounds it is too conceptual and indicative in nature to provide the community with enough basis on which to make considered judgements and objections. For instance, the EIS does not include any traffic management plans, promising only to release a Construction Traffic and Access Management Plan (CTAMP) and carparking strategy at some later stage. It also does not provide any final details for major elements of the project, including construction site layouts, access arrangements, traffic management plans, tunnel routes and design and other elements of this significant infrastructure.

This uncertainty leaves the community in a difficult situation. We put hours and hours of effort into reading the thousands of pages in the EIS, knowing that the exact details of the development are likely to change – potentially quite considerably – but being unclear about how or if the community will be consulted in the future. Conversations with SMC representatives throughout the EIS submission period have not shed any light on the future consultation process or how the community can request changes to SEARS and other regulations. My experience on the WestConnex Community Reference Group has not given me a great deal of confidence either - it has been useful to have regular contact with representatives of SMC and RMS, but it has not felt like a forum in which concerns are adequately addressed. In fact, on some occasions we have been told that only the proponent or associated entities are able to request changes to management plans and the like, not the community.

2. Further and significant community consultation required

We understand the SMC is already preparing its Preferred Infrastructure Report, which will include its final choice of option. We request that this report be made public as soon as it is filed with the Department of Planning and that residents be given the right to meaningful consultation on the actual plan, before a determination on this EIS application is made.

Further to the above points, Project Director Peter Jones advised a Haberfield Public School information evening on October 11 that alternative options to Option A and B in the Haberfield/Ashfield region are being explored and may be implemented. This is a very concrete example of the indicative nature of the EIS – these alternative or ‘hybrid’ options are not even canvassed in the EIS, let alone detailed. We request that if an option not outlined in the EIS becomes the preferred option for construction, that it have traffic/noise/air quality etc modelling run and be released for community consultation in the same style as the EIS.

3. Option B is inappropriately located near Haberfield Public School

We particularly object to the construction plan known as Option B because of the threats it poses to the health, safety and learning environment of students at Haberfield Public School. We believe it is completely inappropriate, and not in the public interest, for a construction site for Australia’s most significant road project to be located less than 200m from a large primary school where more than 650 students are moving to and from the school every weekday. We call on the Planning Department to reject Option B outright. Option A, being the alternative combination of construction facilities presented in the EIS, would utilise existing construction areas which are located away from sensitive uses including schools and day care centres and presents a far safer option with materially less impacts.

Our objections are in line with the objections raised in the submission lodged by the Haberfield Public School’s P&C Association. They include:

a) Traffic and pedestrian safety

We object to Option B because we believe the plans create a significant safety risk to our children and many others in the community who walk to and from school, as well as families who drive to and from school. As our children grow older, we would like to see them become more independent and walk to and from school on their own more frequently. They would generally travel along Bland St and/or Alt St to do so. However, with the number of trucks due to enter and exit the Parramatta Road West site daily, sometimes crossing over Alt St, and the number of vehicles to use the worker carpark and surrounding streets, we believe their walk-to-school will become more dangerous and would have second thoughts about allowing them to walk on their own.

We agree with the P&C that it is unacceptable, unsafe and lacking in common sense to locate construction sites that produce 170 daily heavy vehicle movements (140 at Parramatta Road West/30 at Parramatta Road East) and 160 daily light vehicle movements (10/150) only 200m from a primary school, on one of the primary routes families use to get to school on foot or in cars. The intersection of Parramatta Road and Bland St is already dangerous for pedestrians, and increased traffic will only make it more so. There are no second chances when a truck and a child collide!

If Option B does go ahead despite community opposition, truck movements in and out of the two Muirs caryard sites should not be allowed during school zone hours (8-9.30 am and 2.30-4pm) and under no circumstances should be allowed on the residential streets surrounding the school. Also, vehicles should not be allowed to enter the Parramatta Road East site from either Bland St or Alt St, to limit the likelihood of drivers rat-running through the streets around school to get to work.

b) Noise

We live about 200m from the Northcote St site and hear the machinery and other noise generated from that site regularly. Therefore, we do not believe assurances that students and staff at Haberfield PS will not be subject to noise from the proposed Parramatta Road West civil and tunnel site, including from demolition, tunnelling, spoil haulage and other activity. We believe this noise has the potential to disrupt lessons and other classroom and schoolyard activities. This is an unacceptable situation for the students and staff, and will have a detrimental impact on student learning.

We support calls for extensive noise mitigation works at the school, limits on noisy activity to minimise the disruptive effects on children and a process by which all activity at the Parramatta Road West site must cease if the school indicates it is affecting student learning or wellbeing.

c) Dust and air quality

The level of dust in our community has increased significantly since the M4 East construction began. We know of many parents who say their children's respiratory illnesses have worsened or been caused by the increased dust levels. To generate more dust from construction works even closer to the school, on a route used by many children and families, is completely unacceptable.

We remain concerned about the ventilation stack located about 500m from Haberfield Public School. The school community remains of the strong belief that this stack must be filtered to limit the level of toxic vehicle emissions released into the atmosphere. We cannot understand why, if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks to ensure the least amount of harm is done to those who will breathe the air released.

If Option B does go ahead despite community opposition, we call for extensive mitigation measures to be taken at the school and the site to ensure students are not exposed to increased dust levels. We also call for a condition of approval/process by which the school can raise the alarm in the event of excessive dust levels affecting student health/safety, requiring the proponent to immediately modify or cease activities. We request the air quality monitoring station installed at the school under the M4 East project be retained for the duration of the M4-M5 Link construction and for at least two years after that stage is opened.

d) Toxic contaminants

We support the school community's concerns about the toxic 'contaminants of potential concern' that may be dug up from the Parramatta Road West and East sites only metres away from the school and on

pedestrian routes used by many students. As listed in Appendix Q, a large number of potentially dangerous contaminants are likely to be found at these sites, including asbestos, lead, metals, benzene and pesticides. It is deplorable to establish a construction site on a former caryard that will contain decades of dangerous waste and contaminants, just metres from a primary school, when other less-contaminated and already-utilised sites exist.

If Option B does go ahead despite community opposition, we request that every measure be taken to limit the possibility of children being exposed to these contaminants as they walk past the sites or attend the school, including a ban on any decontamination activity during school zone hours.

e) Spoil haulage

We note that in a document outlining 'M4-M5 design changes and commitments in response to community feedback', WestConnex has reduced the planned spoil haulage hours at Darley Road after residents expressed concern about heavy vehicles on a busy local road. The EIS proposes the spoil haulage hours under Option A and Option B in Haberfield/Ashfield to be 24/7. We request that similar notice be taken of our school community's concerns and that spoil haulage hours be reduced in Haberfield/Ashfield. In particular we seek restrictions during school zone hours.

4. Urban design and landscaping/community connectivity

We note the M4-M5 Link EIS includes very few, if any, proposals to improve the urban design and community connectivity in the Haberfield/Ashfield region. Our community has a high level of active transport and community cohesion that have been seriously affected by the WestConnex development. For instance, our children used to easily walk from school to Timbrell Park for their cross-country day but now must catch buses (at parents' expense) because of the roadworks. It seems to us that SMC is proposing many urban design improvements in the Rozelle and Iron Cove section of the project, including waterside walks, parklands, wetlands and improved cycling and pedestrian links such as new bridges over the City West Link, to compensate for the years of disruption and the ugly roads that will result. However, the Haberfield/Ashfield region has been overlooked.

We request that the proponent does a better job of compensating the Haberfield/Ashfield region for the near-decade of disruption and demolition caused by WestConnex. We believe there are many more opportunities to provide better paths and other amenities for pedestrians/cyclists, and to encourage the use of public transport. In particular, we request that the project improves the links across Wattle St/City West Link between Haberfield and Five Dock (potentially including an overpass to ensure safety of students and families who cross here to get to/from school), and creates more pedestrian/cyclist crossings across Parramatta Road.

Conclusion

We urge the Secretary of NSW Planning to advise the Minister to reject this EIS and publish our names and submission in accordance with the undertaking on your website. We also ask that our objections be responded to in detail by the proponent.

Yours sincerely

Sherrill Nixon and Gavin Zauch
Ashfield

Submission by Sherrill Nixon and Gavin Zauch

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for James Pambos (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "James Pambos"
Sent: Thursday, 24 August 2017 11:01 AM
To: [REDACTED]
Subject: Submission Details for James Pambos (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: James Pambos
[REDACTED]

Address:
[REDACTED]

Drummoyne , NSW
2047

Content:

I believe air filters must be added to the exhaust stacks to ensure the health of our local residents and children is not compromised. I already have pulmonary health concerns and as so many people and would like to see funds invested to ensure health doesn't suffer.

[REDACTED]
Submission: Online Submission from James Pambos (object)
https://majorprojects.accelo.com/?action=view_activity&id=221197

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Nik Puacha (comments)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Nik Puacha "
Sent: Thursday, 24 August 2017 10:57 AM
To: [REDACTED]
Subject: Submission Details for Nik Puacha (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Nik Puacha
[REDACTED]

Address:
[REDACTED]

STAnmore , NSW
2048

Content:

It's intolerable to think that smoke stack filters would not be installed at all locations to maintain the health of all living and engaging in activities in the affected areas. Most of us are tax payers and our funds should be used to protect our lungs and minimise health concerns especially for our children.

[REDACTED]
Submission: Online Submission from Nik Puacha (comments)
https://majorprojects.accelo.com/?action=view_activity&id=221195

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Marjan Mitov of NSW transport (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Marjan Mitov"
Sent: Thursday, 24 August 2017 10:52 AM
To: [REDACTED]
Subject: Submission Details for Marjan Mitov of NSW transport (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Marjan Mitov
 Organisation: NSW transport (Driver)
 [REDACTED]

Address:

[REDACTED]

Drummoyne , NSW
 2047

Content:

Air filters must be installed at all smoke exhaust stacks due to the concentration of pollutants all within a nearby proximity that will affect the health and well being of all residents, employees and visitors. Enough of the citizens in the local precincts have asthma and compromised health and do not need any additional detriments to our health.

The project should invest more funds to creat exhaust stacks in outer areas also to prevent the eyesore that they project to the local surrounds.

[REDACTED]
 Submission: Online Submission from Marjan Mitov of NSW transport (object)
https://majorprojects.accelo.com/?action=view_activity&id=221193

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sharon Laura (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Sharon Laura"
Sent: Wednesday, 23 August 2017 6:50 PM
To: [REDACTED]
Subject: Submission Details for Sharon Laura (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sharon Laura
[REDACTED]

Address:
[REDACTED]

Haberfield, NSW
2045

Content:

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application SSI 7485, for the following reasons, and ask that the Minister reject the application. This project will not solve Sydney's transport problems. This project will impose more years of adverse impacts on my community. I object to option A and option B in the Haberfield area.

[REDACTED]
Submission: Online Submission from Sharon Laura (object)
https://majorprojects.accelo.com/?action=view_activity&id=221170

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

I submit my strongest objections to the M4-M5 Link proposals as contained in the EIS application # SSI 7485, and request the Minister to reject the application and require SMC / RMS to issue a true, not an 'indicative' and fundamentally flawed EIS

Name: SHARON LARA

Signature: Sharon

Please **include** my personal information when publishing this submission to your website

Declaration : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 146 Bland St

Suburb: Haberfield Postcode: 2045

Submission to:

Planning Services,
Department of Planning and
Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport
Assessments

Application Number: SSI 7485

Application Name:
WestConnex M4-M5 Link

- The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.
- The EIS states that darley Road is a contaminated site, and likely has asbestos. The proposal is that 'treated' water will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons. There is no detail of the ongoing Motorway maintenance activities during operation provided in the EIS. The community therefore cannot comment on the impact that this ongoing facility will have on the locality. This component of the EIS should not be approved as this information is not provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.
- The removal of spoil at the Rozelle Rail Yards will lead to the largest amount of Spoil truck movements on the entire Stage 3 project: 517 Heavy truck movements a day, of which 46 are stated to take place at Peak hours. There will also be 10 Heavy truck movements a day from the Crescent Civil Site. The sheer number of trucks on the road will lead to massive increases in congestion. Maps in the EIS have the spoil trucks going to and from these sites from the Haberfield direction on the City West Link. This is also the direction that is being proposed for spoil truck movements from Darley Rd which is said to have 100 Heavy truck movements a day. It is stated that the cumulative effect of truck movements from all sites on the City West Link will be 700 (one way) Heavy truck movements a day and of that 208 will be in Peak hours. This plan totally lacks credibility
- Rozelle is an old and historic suburbs of Sydney. The damage that this project would do in destruction of homes, other buildings and vegetation is unacceptable, especially when the project would leave a legacy of traffic congestion in the area.
- In Leichhardt serious safety concerns about the choice of the Darley Rd site have been raised by the Inner West Council and an independent engineer's report. Despite countless meetings between local residents and SMC and RMS over 12 months, none of the serious and legitimate concerns raised by the residents have even been acknowledged. This is a massive breach of community trust and seriously questions the integrity of the EIS.
- Permanent water treatment plant and substation – Leichhardt The proposal to locate this permanent structure in a residential setting is opposed. The site will have a negative visual impact on the area and is in direct line of sight of a number of homes. If approved, the facility should be moved to the north of the site further from homes.

| | |
|--|---|
| Submission from: | Submission to: |
| Name: <u>SHARON KERN</u> | Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 |
| Signature: <u>Sharon</u> | Attn: Director – Transport Assessments |
| Please include my personal information when publishing this submission to your website Declaration: I HAVE NOT made any reportable political donations in the last 2 years. | Application Number: SSI 7485 Application |
| Address: <u>146 Blad ST</u> | Application Name: WestConnex M4-M5 Link |
| Suburb: <u>Haberfield</u> Postcode: <u>2045</u> | |

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application.

- i. The volume of extra heavy traffic in the Rozelle area and the acknowledged impact this will have on local roads is completely unacceptable to me.
- ii. The social and economic impact study fails to record the great concern for valued Newtown heritage
- iii. The EIS identifies hundreds of negative impacts of the project but always states that they will be manageable or acceptable even if negative. This shows the inherent bias in the EIS process.
- iv. The consultants for the Social and Economic Impact study is HillPDA. This company has a conflict of interest and is not an appropriate choice to do a social impact study of WestCONnex. Amongst its services it offers property valuation services and promotes property development in what are perceived to be strategic locations. HillPDA were heavily involved in work leading to the development of Urban Growth NSW and the heavily criticised Parramatta Rd Study. It is not in the public interest to use public funds on an EIS done by a company that has such a heavy stake in property development opportunities along the Parramatta Rd corridor. One of the advantages of property development along Parramatta Rd that Hill PDA promotes on its website is the 33 kilometre WestCONnex.
- v. The EIS acknowledges that extra construction traffic will add to travel times across the Inner West and have a negative impact on businesses in the area. No compensation is suggested. These impacts are not been taken into account of evaluating the cost of WestCONnex.
- vi. The EIS acknowledges that 'rat running' by cars to avoid added congestion and delays caused by construction traffic will put residents at risk. No only solution is a Management Plan, which is yet to be developed, and to which the public will have no impact. This is completely unacceptable.
- vii. The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
- viii. Table 6.1 in Appendix Q (Social and Economic impact) is not an accurate report on the concerns of residents. It downgrades the concerns of Newtown, St Peters and Haberfield residents. It does not even mention concerns about additional years of construction in Haberfield and St Peters. It also does not mention concerns about heritage impacts in Newtown. I can only assume that this is because there was almost no consultation in Newtown and a failure to notify impacted residents including those on the Eastern Side of King Street and St Peters.

I submit my strongest objections to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: SHARON LARA

Signature: Sharon

Please include my personal information when publishing this submission to your website
 Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Address: 146 Roland St

Suburb: Haberfield Postcode: 2045

Submission to:

Planning Services,
 Department of Planning and Environment
 GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name:
 WestConnex M4-M5 Link

- ◇ The Project focuses on 'catering for traffic growth' (P4.15). This contradicts and undermines the NSW Government's Long Term Transport Master Plan and Future Transport web site which commit to an integrated approach to congestion management focussed on land use planning, demand management, public transport investment and "a coherent whole of network planning strategy", essentially aiming for growth in public transport and containing road demand to that required to serve the freight and servicing tasks.
- ◇ The NSW Government appears to have accepted the project as part of a State Infrastructure Strategy and other plans before a business case was even developed. There was no incentive to explore alternatives or to fully explore the costs and benefits. This process has been described as "lock in". Commitment escalates because a project appears in numerous policy documents. WestConnex is a clear example of government "locking in" commitment before detailed analysis had been undertaken. With the Government fully locked-in to WestConnex, these issues and inadequacies with the Updated Business Case are repeated in the EIS.
- ◇ SMC have made it extremely difficult for the community to access hard copies of the EIS. The local Glebe library only has one copy and this is the situation at other local libraries. There are very limited hours of access to these locations outside normal working hours. Access to the EIS is very difficult without access to a personal computer. This totally restricts open community engagement.
- ◇ Crucially, to make the sale more attractive, the tunnels between Haberfield and St Peters will be built independently of the Rozelle Interchange. This is being done to de-risk the project for the private sector sale, as the tunnels can be built using known standards and technology and generate income from January 2023. It would appear that the building of the Rozelle Interchange is so risky that no contractor tendered for the contract in the original tender period.
- ◇ Noise impacts - Pyrmont Bridge Road site - The EIS indicates that residents will be subjected to severe noise impacts for up to 4 months, caused by the long-term construction work proposed for this site which includes 8 weeks to demolish buildings, followed by 6 weeks to establish construction facilities, with pavement and infrastructure works required (EIS, 10-112) The EIS contains limited mitigation proposed to manage such impacts.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: SHARON LARA

Signature: Slara

Please **include** my personal information when publishing this submission to your website
Declaration: I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: SHARON LARA 146 Bland St

Suburb: Haberfield NSW Postcode: 2048

Submission to:

Planning Services,
Department of Planning and
Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5
Link

- The RMS has previously identified the Darley Rd site in Leichhardt as the third most dangerous traffic hazard in the Inner West. The NSW Land and Environment Court found that the location of the site couldn't safely deal with 60 bottle truck movements a week, but the M4/M5 EIS shows that more than 800 vehicles including hundreds of heavy ones will use the site each day as part of construction of M4M5 Link. HOW IS THIS POSSIBLE? why are the already acknowledged impacts being ignored.
- I do not accept that King Street traffic congestion will be improved by this project, There should be a complete review of the traffic modelling that does not appear to take sufficient notice of the impact of pouring 51000 extra cars down Euston Rd on top of increases in population in the area. Given that there is no outlet between the St Peters and Haberfield or Rozelle, all traffic going to the CBD, East or into the Inner West will use local roads.
- Crash statistics – City West Link and James St intersection. The EIS only analyses crash statistics near the interchanges. It does not provide any detail as to the number of crashes at the James St/City West Link intersection which, on Transport for NSW's own figures, is the third most dangerous intersection in the inner west. Nor does it comment on the two fatalities that occurred on Darley Road near the proposed construction site. The EIS needs to detail the increased risk in crashes that will be caused by the additional 170 vehicles a day that are

proposed to enter and leave Darley Road during the construction period.

- I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed. There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
- Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.
- The tunnels under Rozelle/Lilyfield are going to be in three levels. The EIS does not explain what safety procedures are being built into the project to deal with situations like serious congestion, accidents or fire. With a serious hold up on the deepest of these tunnels it is clear that the air quality will very quickly become toxic unless substantial air conditioning is a major part of the design. There is no in depth detail about how these issues are going to be addressed. This is not acceptable.
- King Street Gateway is not included in modelling or Cumulative impact assessment however will alter the road geometry and capacity adjacent to the project.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39,
Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

| | | | |
|--|---------------|-----------|------------|
| Name: | Sitaron Laura | | |
| Address: | 146 Bland St | Suburb | Leichhardt |
| | | Post Code | 2045 |
| Signature: | Sharon Laura | | |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. Sharon Laura | | | |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Noise impacts from trucks

1. I object to the Darley Road civil and tunnel site (C4) at Leichhardt because engine noise from the trucks approaching the intersection up the grade would be a constant source of annoyance to residents of Darley Road down to its intersection with Charles Street.
2. The independent engineer engaged by the Inner West Council Jim Holt also came to this conclusion in his report to the Council. SMC have not recognised this impact in the EIS. They sent a response to the Council as follows:
'Response: Noise from construction traffic using the public road network is assessed under the Roads and Maritime Noise Criteria Guideline (NCG), which documents Roads and Maritime's approach to implementing the Road Noise Policy (RNP). Under the NCG, an initial screening test is carried out to determine whether noise levels would increase by more than two decibels (dBA). This represents an increase in the number of vehicles of approximately 60 per cent due to construction traffic or a temporary reroute due to a road closure. Where increases are 2dBA or less, then further assessment is required as noise level changes would most likely not be perceptible to most people. Where noise levels increase by more than 2dBA (i.e. 2.1 dBA or greater) further assessment is required using criteria presented in the NCG.
 Darley Road is currently being used by heavy vehicles and light commercial vehicles (construction, delivery etc) that contribute to background noises. The predicted traffic noise increase (dBA) at the Darley Road site is around 0.5dBA.'
3. You do not need to be an acoustic engineer to know that truck and dogs are very noisy and that local residents will be impacted greatly, especially those close to where trucks will be accelerating and decelerating. Darley Road, Leichhardt is not currently experiencing 14 truck and dog movements an hour during peak time stated in the EIS and an unknown (but presumably greater) number of truck movements within off peak construction hours. This is a truck movement every 3-4 minutes during peak. Assuming that they will increase truck movements during off peak residents can expect a truck every 2-3 minutes. We do not need a screening test or assessment to tell us that residents will be subjected to extreme levels of truck noise.
4. SMC's response does not acknowledge this and does not refute Jim Holt's conclusion that residents will be impacted. SMC's response like the proponent's EIS fails to acknowledge the true impact of the Darley Road civil and tunnel site (C4) at Leichhardt.
5. The resident's of Darley Rd, Francis, Hubert and Charles St have little acoustic protection against the noise of truck engines, exhaust and brakes and non is contemplated in the EIS.
6. Commercial trucks are very loud; a standard diesel engine produces approximately 100 decibels (dB) of noise. Engine braking noise can be disturbing both because it is loud and also as it has a distinctive characteristic modulation. Engine braking noise is caused by pulses of gases being emitted from the truck exhaust system, giving a 'machine gun' sound.
7. I object to the Darley Road civil and tunnel site (C4) at Leichhardt because the truck noise impacts for residents will be too great for the extended period of construction involved and the Darley Road civil and tunnel site (C4) at Leichhardt should be rejected on this basis.
8. I object to the EIS because the proponent incorrectly asserts construction traffic is unlikely to result in a noticeable increase in LAeq noise levels at receivers along the proposed construction traffic routes (Darley Road, Leichhardt and City West Link). This does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site. The impact of these will be substantial.

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sharon Laura of Haberfield (object)
Attachments: 228281_M4-5 EIS submission Chapter 11 Human Health Risk FINAL Revised 161017_2017Oct16_1918.pdf

From: system@accelo.com On Behalf Of Sharon Laura
Sent: Monday, 16 October 2017 7:19:09 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Sharon Laura of Haberfield (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sharon Laura
Organisation: Haberfield (Resident)
[REDACTED]

Address:
[REDACTED]

Haberfield, NSW
2045

Content:
Please note: This is a joint submission by Sharon Laura and Victor Storm.

Please see attached PDF of joint submission.

[REDACTED]
Submission: Online Submission from Sharon Laura of Haberfield (object)
https://majorprojects.accelo.com/?action=view_activity&id=228281

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

**Director, Infrastructure Projects, Planning Services
Department of Planning and Environment
GPO Box 39 Sydney NSW 2001**

Application Number: SSI7485

WestConnex M4-5 Link from Haberfield to St Peter's with additional connections to the Iron Cove Bridge & Rozelle Inter-change.

We are happy to clarify or discuss any of the issues that we have raised in our submission. We look forward to your considered response. We request that our names and objection be noted and recorded and that our submission is made publicly available.

We both write this submission as local residents. However one of us also holds specific expertise in health areas, both in psychiatry and public health, which inform the specific observations and comments.

We object to this application SSI7485.

Specifically, we write to object to what the EIS presents in Volume 1A Chapter 11, Human health risk, as an accurate synthesis of how health and human risk can be best managed within the M4-M5 project proposal. The remarks focus particularly on the Haberfield/Ashfield end of the project proposal. It is also informed by our lived experience as a resident of Haberfield, of the ongoing impact of the M4E project on daily life.

We request the Department of Planning not approve the current application because Chapter 11, in association with Appendix K, of the M4-M5 EIS identifies a number of deficiencies in the applicants proposal and as such makes EIS incomplete and not ready for exhibition, assessment, or approval.

We make specific suggestions on how Departmental officers could better inform the Minister review, by seeking further information sought from affected stake-holders. We also make a series of specific suggestions about specific conditions of approval that should be added so that the objectives of this chapter as defined in the SEARS would have greater chance of being met.

Chapter 11 Human Health Risk

This chapter outlines the potential human health impacts and quantifies the risks to human health associated with the M4-M5 Link project (the project), including:

- An outline of the methodology used to undertake the human health risk assessment
- A summary of the existing environment relevant to human health

- A description of the potential impacts of the project on human health during construction and operation
- Environmental management measures to be implemented to minimise any potential impacts of the project on human health.

The central question is what different measures will be taken by the M4-5 project team to deal with manifold failures of implementation on M4 E project to satisfactorily minimise human health risk and the project impacts on surrounding residents? Further if more robust conditions of approval are made, how will compliance be regulated & enforced?

The methodology for the human risk assessment is based on defining, quantifying where feasible, and assessing the potential risks to human health from the construction and operation of the project. The assessment focused on the key impacts of local and regional air quality, in tunnel air quality for tunnel users, noise and vibration and social changes.

This response will raise comments and questions about aspects of the chapter, adding some suggestions & then conclude with a series of suggestions that, we believe enable a more robust analysis of the application to be considered.

Section 11.2 Project design to minimize health impacts:

This section asserts that placing the project underground minimizes health impacts. Sadly this does not resolve the health impact problem when the project surfaces, as it does in multiple places in Haberfield/Ashfield. The M4-M5 project as currently proposed will not minimize but rather increases and expands adverse health impacts in Haberfield/Ashfield.

The proposed Options A and B in Haberfield will further lengthen the duration of construction work in Haberfield /Ashfield, because of overlaps with the M4 East project and Option proposals which renege on promises to the local community during the M4E consultations & variations, that there would be no need for additional or new above ground construction sites in Haberfield/Ashfield.

Section 11.3 Existing Environment

Section 11.3.1 Population profile

Is the population estimate up to date, in respect of expected population growth figures for the Inner West over the period 2011-36?

Section 11.3.2: This chapter references information received from the Sydney Area Health Service (which has never been an entity). This indicates that the data relied upon in the EIS is not new, may be out of date and cannot be relied upon in this EIS. The use of the term Sydney Area Health Service (or CSAHS, SSWAHS) indicates that reference material in the EIS has just been cut and paste from M4 East EIS (which also referred to Sydney Area Health Service rather than Sydney Local

Health District, which was established in 2011). This suggests that the RMS was also probably using out of date information in 2015.

This raises concern on how up to date is the scientific and other information, that is being used to inform this EIS. The lived experience of residents affected by the current projects is that current measures have been inadequate to eliminate or minimise human health impacts during construction.

We recommend that DP&E confirm and ensure that EIS uses the most up to date information about the population and relevant health statistics. The EIS needs to ensure that it is considering the current health of the existing population living along the project route.

Section 11.3.4, Existing Noise and vibration: It was unclear, when were the measured noise levels, generally referred to in the EIS done around Haberfield, Ashfield and St Peters? Where new measurements taken for this EIS? Or are the background measurements that are referred to measures taken for the M4-5 and M5, prior to demolition of the built environment and removal of vegetation?

We recommend that it is confirmed when noise measurements were taken across the M4-5 link footprint. If the measures relied on for this EIS include those taken several years ago, then there needs to a review and re-assessment of the baseline measures obtained, so that modelling can be based on the current environment of sound dispersal.

Section 11.4: Assessment of potential construction impacts

Section 11.4.1: Potential Air Quality Impacts: "Significant mitigation of air quality impact" will be "managed" to minimise impacts. Dust mitigation failures will be "short-lived". How will this occur? It has not been the experience of residents to date, whose homes and cars are constantly covered in fine irritant dust.

One issue of concern is the large number onsite diesel generators proposed for use across the project. While there is no Australian standard for the safe running of these machines in residential settings, the Woolcock Institute identified that there can be significant fine particulate pollution problems from the operation of these generators. Experience from the M4E project has been that these cause both noise and air pollution to nearby homes. It is unacceptable that residents should be subjected to a diesel motor running day and night close by and polluting their homes.

Indoor air quality monitoring was not undertaken as part of the initial assessment. This again was noted as a deficiency and should be addressed prior to any work commencing.

We recommend that, as part of the conditions of approval, there be no use of off road diesel equipment

We recommend that, as part of the conditions of approval, there be Indoor air quality monitoring inside nearby schools and homes, prior to, and during the project life.

Section 11.4.2: Potential noise impacts from movement of construction vehicles “In all areas evaluated, there are no noticeable increases in noise from construction traffic on the proposed routes during the daytime or night-time.”

This appears nonsensical. If you have large truck & dogs hauling 25 tonnes of material day & night, you do experience construction noise increase. You can hear every gear change as these trucks go up and down Parramatta Road and Wattle Street at all hours.

Section 11.4.2 discusses ground-borne construction noise and says “The modelling addressed the worst-case situation when the tunnelling is occurring immediately beneath a sensitive receiver”

Was any worst case scenario modelling done for the Wattle St interchange/portals, which will also be constructed?

Section 11.4.3, Table 11-5, p13: Contamination risks from asbestos are cited to be low; how can we be assured that public safety risk is low, given the multiple recent breaches in management of asbestos contaminated soil in the M4 widening and M4E projects?

p14 Traffic management risks are also cited to be low: but again there are multiple examples of failure by trucking contractors to observe safety requirements

Pedestrian Safety has also been problematic, particularly for the children with carers – especially with children in prams, frail, aged, those with mobility issues, blind and vision impaired residents during road and path detours required for M4E construction.

Section 11.5 Assessment of potential operational impacts

This is an area where the science has expanded knowledge at a rapid rate in the past 5 years. Public policy in most European countries is taking this on board, with proposals to limit motor vehicles in inner urban locales and ban petrol & diesel vehicles altogether.

Impaired air quality impacts on cardio vascular and respiratory health. It also impacts on children’s cognitive capacity. What is apparent from Tables 11-18, 11-19 & 11-20 is that:

Sydney exceeds air quality standards for Particulate Matter (PM) now and that with the introduction of this traffic inducing project we will increase Maximum 24 hour averages of PM10 with the project, compared to not having the project and we will also increase the annual average of PM2.5 by over 7% and PM10 by 5.5% with the project, compared with not having the project. This is a serious problem, given that we already exceed health targets in these measures, which has long term health implications that are not quantified in the tables. Work done by the Woolcock Institute in their 2015 report and by Adrian Barnett in Queensland, highlight the problem that we face, and if this project is implemented as planned, would exacerbate. (Refer to Woolcock Institute report on Air Quality 2015)

Also Table 11-24 highlights increases in ill-health effects from PM_{2.5} for residents of Canada Bay, Sydney, Botany & Burwood. These effects require further analysis and explanation before any approval should be granted.

Table 11-25 notes the unacceptable increase in mortality risk from PM_{2.5} for elevated receptors. This brings into question impacts on residents around Homebush & North Strathfield from already established Westconnex infrastructure, into which the M4-5 link will drive more traffic.

We recommend clarification of the PM burden from the project and reasons for locality based PM burden as identified in Table 11-24

Section 11.5.2 Noise and Vibration

Noise and vibration is correctly identified as having a number of adverse impacts. More recent evidence published this year implicates noise related sleep disruption as playing a contributory role in the development of Alzheimer's Disease.

It is also of note that children's cognitive development has been identified as being impaired by both poor air quality (even on exposure during a walk to school) and excessive noise exposure. (Refer Sunyer et al 2015, Sunyer et al 2017, Alvarez et al 2017)

The lived experience of residents from the M4E project has been that the predicted modelling of impacts was flawed. Many residents were told that a variety of projects undertaken would have no impact on them. Engineers continually expressed surprise that residents could hear work and would be awoken at night by work 400-500 metres away. The reasons for this problem are unclear. Perhaps sound modelling was undertaken prior to the demolition of many buildings and removal of large trees. Or the calculations were just incorrect. On the basis of this, there must now be accurate modelling and pre-emptive mitigation, not the practice of retrospective denial of impact.

We recommend that, as part of the conditions of approval, there be no commencement of works unless mitigation measures are available and ready to be installed i.e mobile sound walls closer to source of sound (sound blankets on mobile cages able to be moved and positioned closer to the source of sound, better baffling than we have experienced with the M4 East), acoustic covering of jet fans and ventilation equipment. Also note the use of the containers as sound wall on New M5 site near airport.

11.6 Assessment of potential social impacts on health

11.6.1: Changes to traffic and transport: The M4E legacy is one of profound disruption to the Haberfield community, which the M4-5 link project will only prolong. A further 4-5 years of construction will take its toll. Public transport, pedestrian and cyclist access will remain interrupted. Commuting by car will continue to be disrupted for several more years.

11.6.2: Property acquisition, resulting in the loss of friends and neighbour continues to impact on many families.

11.6.3: Green space has been alienated both public and private. The ongoing construction noise & dust intrusion significantly diminishes the enjoyment of both parks and also private gardens. The reduced vegetation cover and the broad heat sink created by the project have increased the heat load and burden on the suburbs of Haberfield/Ashfield.

Any delays in restoring UDLP lands, with consequent delays in restoring aspects of the street tree canopy will exacerbate this problem.

11.6.4: Changes in community: Community links within Haberfield, between Haberfield & Ashfield and Haberfield & Five Dock will be impaired by increased vehicle traffic flows from Westconnex. This occurs both during construction and following completion.

11.6.5: Visual changes: The visual impacts are sustained and in the case of the prolonged nature of this project, not short-lived. Loss of aspect and longer site lines are irreplaceable.

11.6.6: Equity: The impact on Haberfield has meant that over 50% of its apartment base was demolished for the project. Also Housing Department tenants have been badly affected by noise intrusion around Dobroyd Parade, and their problems have not been adequately addressed for many months.

11.7 Economic Aspects

Local businesses have suffered and continue to suffer in Haberfield. This is set to be extended by ongoing work for another 4-5 years. Many local businesses and jobs have been lost on the Parramatta corridor, which also reduces benefits to local businesses.

11.7.1 Road tolling: Tolling impacts on those with lowest incomes. The proposal to permit tolls to increase at 4% per annum, even when inflation is far below that, is a licence to print money for toll operators. It defers the cost of the project onto future generations at a compounded price level, which raises questions of inter-generational equity.

We recommend that tolls only be increased in line with the CPI.

11.8 Construction fatigue

Construction fatigue is well and truly with us. The prospect of a further 6 years of work, some in combination with the M4E project over the next 2 years moves this decade long impact into the realm of unacceptable and unreasonable oppression of a local community. The lived experience has demonstrated that the current approval processes, based around impacts of short term projects should not apply. If a government has "state significant infra-structure" that it wishes to construct, it should not throw out the rule book and allow normal regulations that control such industrial work in the every-day world to be ignored. In fact the rules for a decade long intrusion into people's lives need to be more thorough, better regulated and more closely monitored and enforces.

In addition to construction fatigue, there is also complaint fatigue. The experience residents have, when they have legitimate complaints about dust, noise or other

pollution, is one of slow response and often no response. If the communication team is pushed, the team member is often irritated by the complaint (as they cannot do anything about it). The most common response is a cut and paste email that states that the EPL licence allows such unreasonable noise or other intrusion.

We recommend that as part of the conditions of approval, improved communications and complaints mechanisms are developed and implemented as part of any approval process.

We recommend that, as part of the conditions of approval, there is local project public liaison officer in at every construction site or area. Residents need to be able to make direct contact, in person, and not just through a service centre.

We recommend that as part of the conditions of approval, an independent and co-ordinated complaints system be established, possibly under the jurisdiction of relevant local Councils. This would serve as a one stop system that can accommodate phone, letter, email, or in person complaints, with support and follow capacity provided.

We recommend that as part of the conditions of approval the Department of Planning to establish and auspice neighbourhood group meetings and liaison, between local residents with relevant construction and project employees.

We recommend that as part of the conditions of approval there are regular, advertised weekly/monthly resident drop in sessions held either on site, or in the local area with: DPE compliance team and post approval teams, EPA reps, IWC Westconnex Unit, (and on a quarterly or six monthly basis inviting reps from Safe Work NSW, RMS, TfNSW, Transport Management Centre, SLHD, Primary Health Network, and technical and senior people from the contracted Project builder (and not the community engagement team). The project builder should finance, but not control the administration of these sessions.

We recommend that as part of the conditions of approval that there up to date project community notice boards at each construction site, and also at central project notice boards in other suitable locations, i.e. shopping centre, library, civic centre.

11.9 Stress and anxiety issues

The main factor contributing to stress and anxiety for local residents is the sense of loss of control of your own environment. The Westconnex project has been imposed on our community and consistently intrudes into everyday (& night) life, by disrupting sleep, leisure and recreation. It can have many physiological and psychological impacts. The decade long intrusion into the lives of ordinary people, without remit or mitigation is oppressive and discriminatory.

The M4E project team have handled stress and anxiety issues poorly.

We recommend that better management of impacts and proper mitigation are required before any approvals are given.

The Westconnex series of projects present challenges and difficulties that have not been faced in modern densely populated Australian urban environments. The initial approvals for the M4 widening, M4E, & New M5 have highlighted limitations of the review of approval mechanisms, when modelled projections and predictions are contradicted by the actual outcomes. The public have discovered that there are multiple restrictions to gaining satisfactory resolutions to problems, because the proponent responds that they are working within approvals already granted.

Whilst the initial approvals may have been granted based on information that the Minister received at the time, subsequent experience has demonstrated that many concerns raised by responders to the M4E and M5 EISs were in fact accurate. Now the Minister must acknowledge the actual experiences of residents affected by projects to date.

We recommend that the Minister ensures that Westconnex current projects modify practice through revised conditions of approval and that new projects operate under more stringent and socially responsible practices.

Constructive Suggestions that are embedded throughout this submission and are listed, with some additional ideas below.

Recommendations for consideration PRIOR TO ANY APPROVAL

We recommend that DP&E confirm and ensure that EIS uses the most up to date information about the population and relevant health statistics. The EIS needs to ensure that it is considering the current health of the existing population living along the project route

We recommend that it is confirmed when noise measurements were taken across the M4-5 link footprint. If the measures relied on for this EIS include those taken several years ago, then there needs to a review and re-assessment of the baseline measures obtained, so that modelling can be based on the current environment of sound dispersal.

We recommend that, as part of the conditions of approval, there be no commencement of works unless mitigation measures are available and ready to be installed i.e. mobile sound walls closer to source of sound (sound blankets on mobile cages able to be moved and positioned closer to the source of sound, better baffling than we have experienced with the M4 East) acoustic covering of jet fans and ventilation equipment. Also note the use of containers as a sound wall on New M5 site near airport.

We recommend that the DP&E planning assessment and approval team for the M4-M5 consults with residents directly from along both the M4 East and New M5 routes about their lived experiences of WestConnex building, PRIOR making a determination on the M4-M5 Link application.

We recommend that DP&E assessment and approval team run a series of workshops with residents, from different locations, who have or are willing to

engage with the EIS PRIOR to approval and AFTER release of the Preferred Infrastructure Report.

We recommend that approval not be granted on the basis of this EIS. The proponent needs to review, revise and re-submit the EIS to DP&E so it can be re-exhibited, in combination with the Preferred Infrastructure Report to ensure proper public engagement.

We recommend that, as part of the conditions of approval, there be no commencement of works unless mitigation measures are in place, i.e. mobile sound walls closer to source of sound (sound blankets on mobile cages able to be moved and positioned closer to the source of sound, better baffling than we have experienced with the M4 East) acoustic covering of jet fans and ventilation equipment. (Also note the use of the containers as sound wall on New M5 site near airport.)

We recommend that as part of the conditions of approval, improved communications and complaints mechanisms are developed and implemented as part of any approval process.

We recommend that, as part of the conditions of approval, there is local project public liaison officer in at every construction site or area. Residents need to be able to make direct contact, in person, and not just through a service centre.

We recommend that as part of the conditions of approval, an independent and co-ordinated complaints system is established, possibly under the jurisdiction of relevant local Councils. This would serve as a One stop system that can accommodate phone, letter, email, or in person complaints, with support and follow capacity provided.

We recommend that as part of the conditions of approval DP&E establish and auspice neighbourhood group meetings and liaison, between local residents with relevant construction and project employees.

We recommend that as part of the conditions of approval there are regular, advertised weekly/monthly resident drop in sessions held either on site, or in the local area with: DP&E compliance team and post approval teams, EPA reps, IWC Westconnex Unit, (and on a quarterly or six monthly basis inviting reps from Safe Work NSW, RMS, TfNSW, Transport Management Centre, SLHD, Primary Health Network, and technical and senior people from the contracted project builder (not just employees from community engagement team). The project builder should be required to finance the administration of these sessions.

We recommend that as part of the conditions of approval that there are up to date project community notice board at each construction site, and also central project notice boards in other suitable locations, i.e. shopping centre, library, civic centre.

We recommend that, as part of the conditions of approval, all project, utility and associated work slip notices, letters, notifications, published public notices, Agency and Government notices and letters (gazetted or not) as well as the Local Updates should go onto a community notice board as well as a website.

We recommend that, as part of the conditions of approval, there are hardboard and illuminated pedestrian notices re detours, road changes and bus stop closures or relocations.

We recommend that, as part of the conditions of approval, there be no construction work or utility work unless noise and dust mitigation measures are in place.

We recommend that, as part of the conditions of approval, there be no use of off road diesel equipment (eg Diesel generators).

We recommend that, as part of the conditions of approval, Indoor air quality monitoring occur inside nearby schools and homes, prior to and during the project life.

We recommend clarification of the project PM burden on buildings over 3 storeys upon air quality, and new developments and concentration of high rise buildings along transport corridors. (CAUL, www.nespurban.edu.au and the Woolcock Institute, <https://woolcock.org.au>)

We recommend clarification of PM burden from the project and reasons for locality based PM burden referred to in the EIS.

We recommend that as part of the conditions of approval, that appropriate independent regulatory, supervision and compliance resources are funded by the proponents and provided, to ensure that conditions of approval are observed and met at all times.

We recommend that, as part of the conditions of approval, there be substantially improved communication with blind, vision impaired, deaf or hearing impaired, non-English speaking, or English speaking but functionally illiterate people, as well as residents who are socially isolated, or with limited mobility.

We recommend that, as part of the conditions of approval, there be substantially improved liaison with tenants, public or private.

We recommend that, as part of the conditions of approval, there be proper induction, training and better supervision of road traffic controllers.

We recommend that, as part of the conditions of approval, there be regular mandatory disability audits from qualified person/service re all aspects of project impacts in local community – (a safety officer from the M4 East project

has admitted he was not qualified to assess and make appropriate suggestions on this topic).

We recommend that tolls only be increased in line with the CPI.

We recommend that the Minister ensures that Westconnex current projects modify practice through revised conditions of approval and that new projects operate under more stringent and socially responsible practices.

Yours sincerely

Victor Storm, E hvstorm@gmail.com
Sharon Laura, E slaurar@gmail.com

References:

Woolcock Institute: *Review of the health impacts of emission sources, types and levels of particulate matter air pollution in ambient air in NSW*, can be viewed on the CAR website: <http://www.car-cre.org.au>

Sunyer J, Esnaola M, Alvarez-Pedrerol M, Forns J, Rivas I, López-Vicente M, et al. (2015)

Association between Traffic-Related Air Pollution in Schools and Cognitive Development in Primary School Children: A Prospective Cohort Study. *PLoS Med* 12(3): e1001792. doi:10.1371/journal.pmed.1001792

Sunyer J, Suades-González E, García-Esteban R, Rivas I, Alvarez-Pedrerol J, Forns J, Querol X, and Basagaña X, (2017)

Traffic-related Air Pollution and Attention in Primary School Children: *Short-term Association*, *Epidemiology* 2017;28: 181–189

Alvarez-Pedrerol M, Rivas I, Lopez-Vicente M, Suades-Gonzalez E, Donaire-Gonzalez Da, Cirach M, de Castro M, Esnaola M, Basagaña X, Dadvand P, Nieuwenhuijsen M, Sunyer J (2017)

Impact of commuting exposure to traffic-related air pollution on cognitive development in children walking to school *Environmental Pollution* 231 (2017) 837e844, <http://dx.doi.org/10.1016/j.envpol.2017.08.075>

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sharon Laura of Haberfield (object)
Attachments: 228275_M4-5 EIS submission Chapter 10 Noise and Vibration FINAL
16102017_2017Oct16_1854.pdf

From: system@accelo.com On Behalf Of Sharon Laura
Sent: Monday, 16 October 2017 6:55:11 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Sharon Laura of Haberfield (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sharon Laura
Organisation: Haberfield (Resident)
[REDACTED]

Address:
[REDACTED]

Haberfield, NSW
2015

Content:
Please note: this is a joint submission from Sharon Laura and Victor Storm. PDF also attached.

Please see attached PDF of submission. Thanks

[REDACTED]
Submission: Online Submission from Sharon Laura of Haberfield (object)
https://majorprojects.accelo.com/?action=view_activity&id=228275

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

**Director, Infrastructure Projects, Planning Services
Department of Planning and Environment
GPO Box 39 Sydney NSW 2001**

Application Number: SSI7485

WestConnex M4-5 Link from Haberfield to St Peter's with additional connections to the Iron Cove Bridge & Rozelle Inter-change.

We are happy to clarify or discuss any of the issues that we have raised in our submission. We look forward to your considered response. We request that our names and objection be noted and recorded and that our submission is made publicly available.

We object to this application SSI7485.

Specifically, we write to object to what the EIS presents in Volume 1A Chapter 10, Noise and Vibration, as an accurate synthesis of how Noise and Vibration issues can be best managed within the M4-M5 project proposal. Our remarks focus particularly on the Haberfield/Ashfield end of the project proposal. It is also informed by our experience as a resident of Haberfield, living with the ongoing impacts of the M4E project on our daily lives.

One major observation throughout volumes of the EIS is that there are major gaps in synthesis between the different Westconnex projects. The M4E EIS was written long before consideration of the M4-5 link. At times the M4-5 link EIS refers to material as sourced from the M4E EIS. However in many instances there is lack of detail and analysis of the impacts of the combined projects. So there is no wholistic overview, which makes understanding local impacts for both Haberfield/Ashfield and St Peter's difficult.

We request the Department of Planning not approve the current application because Chapter 10, in association with Appendix J, of the M4-M5 EIS identifies a number of deficiencies in the applicant's proposals in the EIS as incomplete and not ready for exhibition, assessment, or approval.

Both Chapter 10 and Appendix J are clearly written and laid out, which has made analysis more straightforward than in some other chapters. In particular, it presents sequencing of works in a more clear fashion than the same material in Chapter 5.

However, the EIS requires revision and also incorporation of an analysis of the option promised to the communities of Haberfield and Ashfield at the time of the M4E consultation, of no additional above ground construction sites. In essence this option would enable all tunnelling from the tunnel stubs, via M4-M5 entry and exit portals

(constructed as part of the M4E project) along Wattle Street in Haberfield. The M4-5 link Project Director has confirmed that this option is both feasible and reasonable.

We object to the proposed Noise and Vibration impacts for residents of Haberfield and Ashfield from both Options A and B.

We object that there is no analysis of the impacts of the project team's preferred Hybrid option, which has elements from both Options A and B.

We object that there has been no consideration or analysis of an alternative option promised to the community, even as late as in March 2017, to Option A and B in Haberfield and Ashfield.

We recommend that this community preferred and promised, limited surface option be utilized. It is a version of Option C1a, without use of the surface lands and use of Option C2b for the PRVF fitout.

This option would have much less impact on residents who have endured much already. It would also permit the M4East UDLP and Legacy Projects to be fully implemented, without a four to five year delay.

We object to project proponent's proposals of all options, A, B and Hybrid for Haberfield and Ashfield, because of lived experience to date.

We are unclear if the noise impact modelling for this analysis differs from what was provided for in the M4E EIS.

We note from Section 10.1.4, Background Noise Monitoring and Appendix J Table 3.2, Noise Monitoring Locations, relies on noise monitoring data from Haberfield in 2014, before any demolition. There is no mention of re-validation, spot checks or maximum noise assessment. We are sure that the day and night-time RBL from Appendix J Table 3-3 are exceeded now in most of sites H.01 to H.06.

The analysis for the M4E advised the project team that few residents would be impacted by noisy work. In our Bland Street location, we were told we would not have any disturbance. The experience was shock to all. Perhaps once the built environment had changed, following building demolition and vegetation removal the whole situation was altered. Where we live, sucker trucks working near Ashfield Park on the Parramatta Road Ashfield site are intrusively audible. Similarly work at the Northcote St site, including the tunnelling exhaust fans, and the Wattle St to Walker Avenue site, both surface and ventilation shaft is intrusively audible across 24 hours. This is not to mention the impact of work that is undertaken near the Bland Street and Parramatta Road intersection.

We recommend that there be re-measurement and re-analysis of potential construction noise impacts for Haberfield and Ashfield, based on these now known and documented impacts.

We object to the assumption, expressed in section 10.1.5 that construction noise emissions are temporary and therefore it is acceptable that these levels can be higher. This set of projects will extend out over a decade, so what may be deemed acceptable higher noise intrusion, for a period of days or weeks, differs when it is proposed to occur for years.

Table 10-13 summarises anticipated out of hours work, which includes 24 hour construction traffic for material supply and for spoil removal, from all sites, excluding Darley Road. Table 10-14 outlines proposed construction work hours at construction ancillary facilities.

We object to these proposals for 24 hour spoil handling as unreasonable.

The experience to date, since 24 hour spoil removal has operated from the Northcote Street site is that the heavy laden trucks travel up and down Wattle Street via the G-loop to Parramatta Road. They are intrusively audible with each and every gear change as they accelerate and break up down this route.

If spoil from Rozelle and Camperdown was also transported down Parramatta Road, on a 24 hour basis, the noise burden would be placed on many, many residents of the inner west.

We recommend that the same hours of operation for spoil removal and material supply apply across the whole project, which is during standard construction hours (Monday – Friday 7am-6pm, Saturday 8am-1pm; NO work on Sunday or Public Holidays). There should be no routine heavy truck movement after-hours.

This would give all residents rest and respite in the evenings and at night. It would allow school children to do their home-work un-interrupted and permit a sound night's sleep for all.

Further, for after-hours road works, we recommend that the RMS/TMC permit road occupancy from 7 pm, to allow any key evening work to take place only between 7-11pm. There should be no road or utility work after 11pm, except in emergency situations.

We also object to the proposed use of the Parramatta Road East & West sites for any purpose, including tunnelling, spoil storage, construction worker parking and as a bus shuttle depot.

We recommend that the available, former Motor Registry site at Five Dock be used for the purposes of worker parking, bus shuttle and site offices.

We object that impact duration contains no worst-case scenario assessment on the hybrid Haberfield site for Options of A & B.

Operational noise models are described in Table 10-16, with a Model validation in Table 10-18. There is **no** identification or referencing of a combined modelling for

Haberfield/Ashfield, with the M4-5 Link portals on Wattle Street, in combination with the M4 E portals on Wattle Street/Dobroyd Parade and Parramatta Road.

We object to the lack of this information of operational noise models for Haberfield/Ashfield.

Section 10.3 Assessment of potential construction impacts, documents very clearly the modelled impacts for residents. The section on Option A 10-47 to 60 and for Option B 10-60 to 73, identify significant resident and facility impacts from both options. These are detailed further in Appendix J, Section 5.1.1 to 5.1.10, pages 80-133. Whilst mitigation and minimisation measures are proposed, the lived cumulative experience to date suggests that the proponent's option proposals are unreasonable.

We object to both Option A and B, based on their resident impact and further that the project team is actually proposing a more extensive and expanded Option, which is hybrid of both Options, proposing use of using more sites, than 3.

We object that the feasible and reasonable promised option of no additional surface facility, with use of only part of C1a and C2b has not been discussed as a viable and less intrusive option for public consideration.

We support overall proposals (page 10-72) for both mitigation measures and minimising construction impacts, namely:

- Increased site hoarding around ancillary facilities to 4 or 5 metres
- Upgrade of acoustic shed performance to the maximum extent
- Limits to the internal sound power level to 110 dBA within acoustic sheds

We recommend that the Minister reject the current application seek a revision of this chapter, which includes detail of the community preferred and promised, limited surface Option for Haberfield/ Ashfield.

We recommend that the Minister:

- reject the current application
- request a revision of this chapter and the whole EIS, to include detail of the community preferred and promised, limited surface Option for Haberfield/ Ashfield.
- defer any approval to the project until after the Preferred Infrastructure Design is completed and released for public consultation in conjunction with a revised EIS.

The public will then be in a position to provide informed feedback based on a more considered design.

Yours sincerely

Sharon Laura, E slaurar@gmail.com

Victor Storm, E hvstormAgmail.com

List of recommendations in this submission.

We recommend that this community preferred and promised, limited surface option be utilized. It is a version of Option C1a, without use of the surface lands and Option C2b for the PRVF fitout.

We recommend that there be re-measurement and re-analysis of potential construction noise impacts for Haberfield and Ashfield, based on now known and documented impacts.

We recommend that the same hours of operation for spoil removal and material supply apply across the whole project, which is during standard construction hours (Monday – Friday 7am-6pm, Saturday 8am-1pm; NO work on Sunday or Public Holidays). There should be no routine heavy truck movement after-hours.

For after-hours road works, we recommend that the RMS/TMC permit road occupancy from 7 pm, to allow any key evening work to take place from 7-11pm. There should be no road or utility work after 11pm, except in emergency situations.

We recommend that the Minister:

- **reject the current application**
- **request a revision of this chapter and the whole EIS, to include detail of the community preferred and promised, limited surface Option for Haberfield/ Ashfield.**
- **defer any approval to the project until after the Preferred Infrastructure Design is completed and released for public consultation in conjunction with a revised EIS.**

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sharon Laura of Haberfeld (object)
Attachments: 228401_M4-5 EIS Submission Appendix F Utilities Management
16102017_2017Oct16_2359.pdf

From: system@accelo.com On Behalf Of Sharon Laura
Sent: Tuesday, 17 October 2017 12:00:27 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Sharon Laura of Haberfeld (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sharon Laura
Organisation: Haberfeld (Resident)
[REDACTED]

Address:
[REDACTED]

Haberfeld, NSW
2045

Content:
Please note this is joint submission from Sharon Laura and Victor Storm.
Please see attached PDF

[REDACTED]
Submission: Online Submission from Sharon Laura of Haberfeld (object)
https://majorprojects.accelo.com/?action=view_activity&id=228401

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

Appendix F Utilities Management Strategy

These comments refer to this section, with comments, questions and some recommendations.

Refer to: Section 1.4 and 1.5 (pages 7-8) Purpose and scope of Utilities Management Strategy

The Utilities Management Strategy provides information in relation to:
Utility works **WITHIN** the project footprint. This utility work will be subject to a Utilities Relocation Management Plan, if the works are to be carried out prior to approval of a Construction Environmental Management Plan (CEMP), or otherwise subject to the CEMP.

Utility works **OUTSIDE** of the project footprint. 'This Utilities Management Strategy provides information on the type of utility works likely to occur outside of the project footprint, the areas where this work is likely to occur and the framework of how these utility works would be managed. This includes requirements for stakeholder and community consultation, environmental constraints analysis and environmental risk assessment' (page 8).

We object that any utility work **within** the project footprint will occur prior to the proper development and approval of the M4-M5 Utilities Relocation Plan (sub management plan) and Construction Environmental Management Plan (CEMP).

We object that any utility works **outside** of the project footprint will occur prior to more detail provided about the Utilities Management Strategy to be developed.

These objections are based on our experience of current M4East project utility work (inside and outside of the M4East project), that has all too often been badly co-ordinated causing serious adverse impacts upon us and other residents. Particularly given that utility works are often done at night and outside of standard construction hours, - involving high impact equipment, - along roads and pedestrian paths. See section 2.1 (page 12) below.

Residents living alongside the New M5 project have experience similar adverse impacts from utility works.

We support the development of a robust and independent Utilities Management Strategy, and a more robust and better Utilities Relocation Management Plan and Construction Environmental Management Plan (CEMP) than in use for the M4 East and New M5 projects.

Refer to (page 12)

Section 2 Approach to proposed utility works

Section 2. Areas of interest

'The areas of interest for the proposed utility works within and outside of the project footprint where services are likely to be directly impacts would be required. The

majority of the areas of interest are located in the vicinity of the surface works required as part of the project'

We object that the EIS does not provide sufficient detail about utility work and specific areas of interests. It is a bold statement that the majority of surface works required is within the project area, with no evidence within the EIS to back up this statement.

Refer page 15

Section 3 Proposed Utility works

Section 3.2 Wattle St interchange at Haberfield/Ashfield

We object that there it is only during detailed, that an assessment will be carried out to demonstrate that the construction of the M4-M5 Link tunnels would have no adverse settlement or vibration impacts on services (existing utility services in the area, including Sydney Water sewer and watermain, council stormwater pipes and Ausgrid transmission cables)

We base this objection of our M4 East observation and experience of roads and footpaths in Alt St, Martin St and Waratah St, plus Reg Coady Reserve in Haberfield being constantly dug up, and works being constantly mismanaged, since 2016, causing serious adverse health, social and economic impacts upon residents. This poor co-ordination and repeated works have a financial cost, and it is unclear who is carrying the financial burden of the mistakes made in these M4East utility works.

We recommend that prior to approval that it is clarified and presented to the community and stakeholders, how conditions of approval related to utility works, inside or outside of project boundary, are better and more robust than M4 East and New M5 conditions of approval.

Refer to page 16 text, and

Table 3-1 Wattle St interchange – Haberfield

Table 3-2 Utilities at Parramatta Rd – Haberfield

'For the two Option B construction sites located on Parramatta Rd (C1b and C3b) the existing services in this area include Sydney Water sewer and mains, Telstra communications cables and Ausgrid transmission cables in Parramatta Road, Bland St and Alt St. None of these would be impacted by the project.'

We recommend that this bold assertion in the EIS is backed up by more detail and evidence prior to approval.

Refer to

Pages 30-42

Section Proposed power supply

Note: that major construction power will be required at sites where tunnelling is to be undertaken by roadheaders and that the construction to supply power other sites will be arranged by the contractors and provided by local supplies or by **generators**.

We object to the use of off road generators on any construction site located within a residential area. These generators are polluting, are dangerous to the health of people living near by, or passing by, particularly children, the aged or those with respiratory conditions.

We strongly object to the use of any off road generators being used on the Parramatta Rd East and West construction sites (C1b and C3b) because of their proximity to homes, schools, bus stop, and pedestrian paths at the intersection of Parramatta Rd, Bland St, and Alt St, Haberfield.

We recommend that if the Parramatta Rd Option B sites are to be used, they have installed and only use mains powered electricity. If generators are to be used for temporary purposes, exhaust emissions must be filtered, and have better acoustic treatment than the M4 East generators used on sites along Wattle St, Martin St, Dobroyd Parade and Waratah St, Haberfield.

We object that for Haberfield Option A and Option B, that only an indicative alignment for power connection from the Croydon Rd substation to construction sites is included in the EIS.

We recommend that no approval is granted until after more detail about the alignment is provided, so as to ensure that proper mitigation measures are put in place, prior to commencement of this utility work, in order to better protect the health, social and economic of the community, than occurred during similar works associated with the M4 East project.

We object that a final decision on power supply option, and feeder route options is to be made by the contractor, all along the project route, AFTER approval and during the detailed design phase.

WE recommend that give the adverse impacts suffered by residents caused by utility works from the M4 East and the New M5 projects, and lessons be learnt and the conditions of approval for the project are strengthened and more robust than current.

Refer page 97

Section 8.14

Cumulative impacts

There is indeed going to be cumulative and adverse impacts from utility works associated with the concurrent, consecutive and overlapping of the M4-M5 project with the M4 East and New M5 projects.

To date, there has been no proper record and documentation of adverse health, social and economic impacts caused by M4East and New M5 project.

We object that the EIS has made incomplete and inadequate predictions of likely health, social and economic impacts, as a result of the proposed project in the absence and integration of data related to the now known impacts of the M4 East and New M5 projects.

We recommend that approval not be granted until after data is collected and analysed on impacts caused by the M4 East and New M5 and that this data is used to revise what EIS predicts and attempts to minimize regarding the impacts of the M4-M5 project.

Page 97, 8.14, Cumulative Impacts

Page 99, 9.5, Coordination of utility works

Page 102, 10.1, Management measures

These sections highlight the significant impacts of the cumulative impacts, because of poorly coordinated work and the lack of appropriate management measures.

Utility Co-ordination Committee.

We support this proposal in principle. We recommend that the Terms of reference are supplied for public. We recommend that this committee is auspiced and managed by an independent body, such as the Inner West Council. Impacts should be reduced where possible and if not feasible minimised.

Sharon Laura
Victor Storm

October 16 2017

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sharon Laura of Haberfield (object)
Attachments: 228291_M4-M5 EIS submission Appendix A Project Synthesis FINAL
16102017_2017Oct16_2002.pdf

From: system@accelo.com On Behalf Of Sharon Laura
Sent: Monday, 16 October 2017 8:03:10 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Sharon Laura of Haberfield (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sharon Laura
Organisation: Haberfield (Resident)
[REDACTED]

Address:
[REDACTED]

Haberfield, NSW
2045

Content:
Please note: this is a joint submission from Sharon Laura and Victor Storm.

Please see attached PDF of joint submission.

[REDACTED]
Submission: Online Submission from Sharon Laura of Haberfield (object)
https://majorprojects.accelo.com/?action=view_activity&id=228291

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

**Director, Infrastructure Projects, Planning Services
Department of Planning and Environment
GPO Box 39 Sydney NSW 2001**

Application Number: SSI7485

WestConnex M4-5 Link from Haberfield to St Peter's with additional connections to the Iron Cove Bridge & Rozelle Inter-change.

We object to this application SSI7485.

Specifically our objections relate to the segment Project Synthesis as detailed in Appendix A, Volume 2A

The following objections and comments are mostly relevant to the M4-M5 EIS Project Synthesis, Volume 2A, Appendix A, although related objections relevant to other chapters, appendices and annexures are identified and included below. We object to the errors and problems identified below.

1 Introduction

1.5 Assessment and approval process

We object to the use of **Appendix A Figure 1-2** Assessment and approval process (page 4). It is not the same Figure used in other parts of the M4-M5 EIS. It does not accurately represent the current Assessment and approval process and therefore misinforms readers. It seems that this figure has been lifted from earlier EIS documents, possibly from the M4 widening, M4 East, or New M5 EIS's.

We recommend that the Planning team compare what is printed in **Figure 1-2, page 4 Appendix A, Volume 2A** and compare it to what is used elsewhere in the EIS, i.e. **Figure 2-1, page 8, Chapter 2, Volume 1A**.

1.6 Future Consultation

We also object to Section on **Appendix A** Future Consultation (page 4), also seems be out dated and most likely another cut and paste insert, that does not reflect the current M4-5 EIS consultation process.

We object that there were so many things uncertain and unknown about project, the M4-M5 EIS information sessions were not able to provide sufficient technical information and detail to concerned residents. In addition the current EIS consultation process was not widely advertised in a timely manner or way, and was inadequate, in terms of accessibility for residents who are:

- Blind or with low vision,
- Deaf or hearing impaired,
- Unable to read and/or write English,
- Frail and aged are unable to get to evening information sessions & there were No accessible daytime community information session

2 The Project

2.1.1 Tunnel excavation

In **Appendix A**, page 7 states that: *'Tunnel excavation methods would be confirmed by the contractors engaged to construct the project. It is anticipated that the tunnels would be excavated using a header and bench construction methodology as described in Chapter 6 (construction work) of the EIS.'*

Pages 21-22 of **Chapter 6** outline many options and uncertainties relating to tunnel excavation methods, and whilst there may be some anticipation that a header and bench method is used, the construction contractor may decide to excavate using blasting measures.

We object to the indicative nature of the EIS and that the construction methods are being left open for the construction contractor to decide, with no further public comment permitted.

2.1.2 Connectivity

We object that there is no map or detail on connectivity issues relevant to the Wattle St interchange with road surface connections around Haberfield, and Ashfield, or the St Peters interchange within **Appendix A**.

There seems to be an assumption by the authors of this chapter nothing is happening or impacting upon Haberfield, Ashfield or St Peters in regards to connectivity, - or maybe that everything that is relevant to this has already been covered in the M4 East EIS, or the New M5 EIS.

Appendix A details connectivity concerns and matters about Rozelle and Iron Cove Link surface works, but fails to provide information or consideration of Haberfield, Ashfield and St Peters.

We object to the omission of Haberfield, Ashfield and St Peters from EIS documentation and discussion about connectivity, whatever the reason. To not include or discuss our connectivity issues is to ignore and deny the full impact of the M4-M5 project upon the neighbourhoods of Haberfield, Ashfield and St Peters.

We also object that there is often other important detail, modeling or background information missing from other chapters, appendixes and annexures in EIS relevant to Haberfield, Ashfield and St Peter's because it is assumed to have been covered in the M4 East or M5 EIS.

We object to the assumption that what has been presented previously in the M4 East EIS and New M5 EIS is current and may be reliably used in the M4-5 EIS, as many local conditions changed once demolition and construction began in Haberfield, Ashfield and St Peters.

2.1.5 Motorway Operation complexes

We object that the Haberfield Parramatta Rd Ventilation Facility (PRVF) or exhaust stack, does not rate a mention on page 14 in **Table 2-1** Summary of motorway operation complexes and operational ancillary infrastructure.

The omission of the Haberfield PRVF does not allow local residents to comprehend the full extent of operations, which includes a double stack exhaust chimneys for both the M4-M5 and M4East as well a ventilation stack in one building.

We also object that the omission of the Haberfield PRVF facility from **Appendix A Table 2-1** keeps hidden, and seriously down plays, in the EIS and beyond, the full operational impact of M4-M5 project upon Haberfield and Ashfield, and overall, minimizes the scope and breadth of the project's impacts.

Utility services

We object that on **Appendix A** page 17, it is stated, *'The location of existing utility services and any changes required would be confirmed by the construction contractor during the detailed design of the project in consultation with the relevant utility providers.'*

We object that it is proposed that the construction contractor will confirm and take charge of the project associated utility works.

Our objection is based on our direct experience of living on the border of Haberfield and Ashfield and of having experienced and observed how badly WestConnex utility work has been carried out during building of the M4 East project

Reference is also made on **Appendix A** on page 17, to a proposed Utilities Management Strategy (in **Appendix F** of the EIS).

We cannot find in the EIS, either in **Appendix A** or **Appendix F** sufficient detail about a Utilities Management Strategy that confirms or gives confidence that proposed utility works will be managed any differently with the M4-M5 project than the currently poorly managed work undertaken for the M4 East or New M5 projects.

We also object that not all utility work will be covered by the Utilities Management Strategy, as outlined in **Appendix F** page 98: *'The Utilities Management Strategy details the major (trunk) utility works proposed as part of the project based on the concept design which is being considered by the EIS. Other minor utility works which do not meet the definition of construction are not considered as part of this strategy.'*

Our objection is informed by living with constant, disruptive and poorly managed WestConnex utilities work associated with the M4East project. Utility work mostly occurs on public streets and footpaths, requiring detours, concrete saw cutting, drilling, use of noisy sucker machines, sub contracted traffic controllers and vehicles, as well often needing to use diesel generators. Utility works is often noisy, disruptive and polluting. To date, none of the impacts of utility works associated with WestConnex, could be deemed “minor”, in terms of its impact into the lives of local residents.

We object that ‘minor utility works not meeting the definition of construction’ has not been identified within the EIS and request that the Planning approvals team does not approve the EIS until what is ‘minor’ is clarified.

We recommend that all utility works, included those deemed to be “minor” be included in Utilities Management Strategy.

We object that what might be different in approach to utilities management, compared with earlier projects has not been clearly outlined in the EIS.

We note reference to and most likely will support a Utility Co-ordination Committee as referred to in **Appendix F** on page 97. This may be a positive step in the right direction. But we are concerned that such a committee would need to be truly independent of the project contractor.

We recommend that any committee that should be established and supported by an independent agency or organization (eg Inner West Council), and as a condition of approval require the active participation of senior technical employees of the contractor.

We also recommend Terms of Reference be developed pre and not post approval.

2.2.2 Construction ancillary facilities, Haberfield/Ashfield Options A & B

We object that the construction options, identified on page 19 in **Table 2-3**, Possible construction ancillary facility combinations at Haberfield and Ashfield assessed in this EIS do not:

‘...assist in informing the development of a construction methodology that would manage constructability constraints and the need for construction to occur in a safe and efficient manner, while minimizing impacts on local communities, the environment, and users of the surrounding road and other transport networks ...’

Neither Option A nor Option B minimize impacts on Haberfield, but extend, by four or more years, the burden and adverse impacts of WestConnex construction upon residents, services and businesses.

The construction ancillary facilities required to support construction of the project shown in **Figure 2-7** include:

Option A: Wattle Street civil and tunnel site at Haberfield (C1a)

- Haberfield civil and tunnel site at Haberfield (C2a)
- Northcote Street civil site at Haberfield (C3a)

Option B: Parramatta Road West civil and tunnel site at Ashfield (C1b)

- Haberfield civil site at Haberfield (C2b)
- Parramatta Road East civil site at Haberfield (C3b)

The fact is that the project engineers have made it very clear that their preferred option is to have a hybrid of both Options A & B. Numerous other additions have been mooted, including a possible conveyor over Parramatta Road to move spoil plus an additional pedestrian footbridge for workers to cross Parramatta Road. If these additional proposals are to be considered they need to be included within an EIS for public consultation. A proper EIS will need to revise and provide new data analysis of the projected impacts of construction noise & vibration modeling, dust impacts & air quality. The current vague concepts, that the project engineers are already significantly proposing be revised, should not be approved in their current form.

We object to the lack of EIS inclusion and analysis of the promised and feasible option made during the M4East consultations, that there would be NO additional above ground sites required for the M4-5 link. It remains feasible to use the new portals built for the M4-5 link in Wattle Street in conjunction with spoil removal via the M4-5 stubs below ground into M4 East tunnels. The M4-5 link project team have confirmed that this method is entirely feasible and reasonable, although would take a little more time to execute.

We recommend that the originally proposed option (of no additional surface ground sites in Haberfield/Ashfield for the M4-5 link, given by the SMC at M4E consultation) to minimize surface impacts of construction on residents, be incorporated into the revised EIS and be the required option for any approval.

2.2.4 Construction work hours

We object to the proposed ongoing 24 hours industrial scale activity in the midst of residential areas. I note that **Table 2-1, footnote 2**, identifies that the Darley Road site would only be subjected to spoil removal during normal construction hours. This courtesy must be extended across the whole project, to enable residents of the inner west respite from the extended project. This is not a short-term impact project. Residents are unreasonably subjugated to its impact 24 hours a day. This cannot be permitted to continue; it is not reasonable to subject residents to this degree of intrusion into their everyday lives.

We recommend that all project spoil haulage from all sites occur only during routine construction hours.

We recommend that there should be an absolute curfew on all project work after 11 pm.

We recommend that any urgent night-time road work or road utility access should be permitted by the RMS/TMC to commence from 7 pm and to cease by 11pm.

2.2.5 Spoil Haulage Routes

WE object to the vagueness of this section. Once again the public is being asked to consider and the Minister approve a process where all key proposals are yet to be determined. The proposals that are presented are unsatisfactory not currently appropriate for any meaningful consideration.

2.4 Potential future uses of remaining project land

We object that the proposed future land use for Parramatta Rd West & East civil and tunnel sites does not include an UDLP option. The destruction of the heritage of Australia's first garden suburb warrants consideration of return to the community of some amenity after the decade long disruption caused by Westconnex.

We recommend that if these Parramatta Road sites are utilized, then they should be considered as UDLP or Legacy Project lands, to be returned to the community, for community use once the project is completed.

3 Design evolution and impact avoidance

We object that this section has not considered any impact avoidance strategies for Haberfield/Ashfield. For example it could have proposed continuing with the promise made to Haberfield residents during the M4 East consultations, that the extensive work undertaken during the Wattle Street interchange re-design would obviate the need for any future above ground sites for the M4-5 project. In Table 3-1, the notion of either Option A or B is furphy. They both just extend construction fatigue on thousands of people for too many years. This omission is serious and requires redress. **(See request in 2.2.2)**

4 Project impacts and environmental management

WE object to the weak analysis provided in this section. Table 4-1 identifies all residual impacts as medium. There is neither detail nor rationale on how this was determined. The lived experience of residents, from both the M4E and M5 projects, does not give cause that these assumptions are valid.

Also Westconnex is road traffic inducing project, designed to commercially maximize revenue by having people use its toll roads. Consequently, while Westconnex directly cannot control traffic growth, by its very existence, in the absence of other satisfactory alternatives; it is the cause of creating more emissions, especially around its exit and entry portals.

Table 4-1 also neglects to analyse impacts on Haberfield/Ashfield and St Peter's.

5 Project performance outcomes

We object to the presentation of Table 5-1. It is clear that the EIS is deficient in its presentation of up to date and factual information.

- The consultation project outcome is false. It cannot conclude that there will be an engaged and informed community, based on the lack of detail in this EIS.
- The Transport & traffic outcomes appear optimistic.
- Air quality outcomes have not been achieved to date with Stages 1 & 2. Effective management of dust, odour & other emissions has not occurred to date during construction. How can there be any confidence that this will improve in Stage 3?
- Noise & Vibration – Amenity. The lived experience of residents has been that this issue has been very poorly managed to date in all the Westconnex stages. Effective management has been lacking and residents who complain about interrupted sleep and vibration have had unsatisfactory responses and mitigation to their concerns.
- Urban Design and Visual Amenity. There is a complete lack of proposals for Haberfield/Ashfield. The lack of integration of this EIS with other EIS proposals demonstrates the lack of synthesis across project elements.

6 Project Uncertainties

Table 6-1 highlights many of the multiple uncertainties involved. Again this confirms the view that this EIS proposal is still the indicative design stage. There are too many uncertainties for the public to make informed comment on many aspects.

7 Project justification and conclusion

7.1 Strategic context

We object that the current strategic focus of the Westconnex project ignores the initial proposal was to link the airport and ports to the West and Southwest. After nearly \$20 Billion of expense, this will still not be achieved.

7.2 Need and justification

Once again the EIS fails on this issue. We object because it fails to demonstrate how the project represents part of an integrated transport solution. All that the proponents do is, suggest that the solution to the problems Westconnex will cause by its construction is to build yet more tollways. The opportunity cost of investment in Westconnex is that public funds have been diverted into an expensive project, for which the public will continue to pay for many years to come, including annual toll charges that will increase in excess of inflation.

7.3 Biophysical, economic and social considerations

We object to the set of conclusions in this segment. Little evidence has been shown to back up these assertions. There is no evidence to support the outcome from Westconnex that there will be reduced traffic on major inner west carriageways.

7.5 Cumulative impacts

We object to the evidence is accurately presented to demonstrate the benefits of the project.

There are multiple cumulative impacts of this decade plus long project that are noted. However the mitigation strategies are generic and weak. This requires significant further development, before any approvals should be given.

7.6 Conclusion

This section is mercifully short. We object that it concludes with little of substance and is more or less a statement of wishful aspiration. It does not demonstrate a sound conclusion of project synthesis that is based on analysis and consideration of scientific evidence.

SUMMARY

This “synthesis” demonstrates that the current document that purports to be an EIS is really just a concept design. If the public cannot respond, because of the lack of definitive information within the EIS, then the Minister cannot give informed and prudent approval.

We recommend that the Minister defer any approval of the project until after the Preferred Infrastructure Report is completed and released for public consultation, in conjunction with a revised EIS.

Yours sincerely

Victor Storm, E hvstorm@gmail.com
Sharon Laura, E slaurar@gmail.com

List of recommendations in this submission:

We recommend that the Planning team compare what is printed in Figure 1-2, page 4 Appendix A, Volume 2A and compare it to what is used elsewhere in the EIS, i.e. Figure 2-1, page 8, Chapter 2, Volume 1A.

We recommend that all utility works, included those deemed to be “minor” be included in Utilities Management Strategy

We recommend that any committee that should be established and supported by an independent agency or organization (eg Inner West Council), and as a condition of approval require the active participation of senior technical employees of the contractor.

We also recommend Terms of Reference be developed pre and not post approval

We recommend that all project spoil haulage from all sites occur only during routine construction hours.

We recommend that there should be an absolute curfew on all project work after 11 pm.

We recommend that any urgent night-time road work or road utility access should be permitted by the RMS/TMC to commence from 7 pm and to cease by 11pm.

We recommend that if these Parramatta Road sites are utilized, then they should be considered as UDLP or Legacy Project lands, to be returned to the community, for community use, once the project is completed.

We recommend that the Minister defer any approval to the project until after the Preferred Infrastructure Report is completed and released for public consultation in conjunction with a revised EIS.

Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning
Services,Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name:

WestConnex M4-M5 Link

Name:

SHARON LARA

Signature:

Sharon

Please include my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.

Address:

146 Bland St

Suburb:

Haberfield

Postcode

2045

I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

✦ I strongly object to the WestConnex M4-M5 Link for a multitude of reasons, including :

- It is a toll road project made for big business, searching for a rationale.
- It fails to meet the primary objectives of providing a direct motorway connection between Western Sydney and Sydney Airport and Port.
- The Environmental Impact Statement does not safeguard communities. Government is seeking planning approval to sell the project to the private sector and discharging its responsibility and control for the delivery of the project.
- There is a lack of strategic justification for the project, No feasible alternatives have been developed or assessed.
- There will be major impacts on the Anzac Bridge (projected 60% increase in daily traffic) and Sydney City Centre. The EIS forecasts major impacts on bus travel time and reliability.
- The EIS does not adequately account for impacts on health and air quality. The EIS identifies an additional 5 unfiltered ventilation stacks to be constructed in inner Sydney. In addition local surface roads will be widened and traffic volumes will increase.
- Lack of alignment with the NSW Government's priorities and policies
- Major impacts on the community
- Legacy Impacts and worsening intergenerational equity
- Other global cities are investing in fast and efficient public transport that truly connects homes and jobs, supports the decentralisation of commercial investment and develops a resilient and equitable city for future generations.

✦ At the Rozelle Rail Yards site there will be 2 entry/exits for Heavy vehicles off the City West Link. Extra traffic controls are to be set up with extra sequences of traffic light controls to enable spoil trucks to access and exit this site. It is stated there will be 517 Heavy Truck movements as day of which 46 will be in Peak hours, plus 10 truck movements from the Crescent site. Maps showing the truck movements show that all these trucks will use the City West link. Similar maps for Darley Rd dive site also show trucks from there using the City West Link. At a consultation with a Westconnex staff member it was stated that trucks removing spoil from Camperdown dive site would be stationed and called up from James Craig Rd, so there will also be a constant movement of trucks from this location onto the City West Link. The EIS states the cumulative effect of truck movements from all sites onto the City West Link will be 700 one way Heavy truck movements a day and of that 208 will be in Peak hours. This will cause total gridlock. The EIS says other routes maybe considered; there are no details of these. This is unacceptable as it would allow a privately owned SMC to make whatever decisions they saw fit when and if the EIS is approved with no input from the community allowed.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39,
Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

| | | | |
|--|--------------|-----------|------------|
| Name: | SHARON LAURA | | |
| Address: | 146 Bland St | Suburb | Haberfield |
| | | Post Code | 2045 |
| Signature: | Sharon Laura | | |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. Sharon Laura | | | |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Truck routes

1. I object to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site, which SMC have on many occasions told the community they are contemplating as alternatives.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4) that 'It is anticipated that the majority of construction traffic would enter the site from the southern (westbound) carriageway of Darley Road, Leichhardt via new driveways. Heavy vehicles associated with spoil haulage would travel eastbound on City West Link and turn right into Darley Road, Leichhardt. A temporary right turning lane at the intersection of City West Link and Darley Road, Leichhardt would be provided for use by construction vehicles. Heavy vehicles would exit the site by turning left onto Darley Road, Leichhardt before turning left onto City West Link.'

'Construction traffic may also access the Darley Road civil and tunnel site (C4) via the westbound lanes of City West Link.'

'Temporary traffic management measures would be established to enable access and egress arrangements. These would be detailed in a CTAMP, which would be prepared to manage construction traffic associated with the project.'

2. I object to the EIS because it suggests that no local roads would be used by heavy vehicles during works yet at the same time acknowledges that spoil trucks may use local roads in exceptional circumstances which include when there is queuing to get into the site. Darley Rd is highly congested with traffic queues forming during much of the day which will lead to queues to enter the site. Queuing will not therefore be an exceptional circumstance and the result will be that spoil trucks are able to use local roads without being in breach, which will be often. This is unacceptable to residents of Francis, Hubert, William and Charles St and I object to the EIS on this basis. As queuing cannot be avoided on Darley Rd this clearly shows why this location is inappropriate. The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents' lives be put at risk because the project must be delivered as soon as possible?
3. I object to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site and instead allows for the final plan to be detailed in the CTAMP, Preferred Infrastructure Report or Ancillary Facilities Management Plan.
4. Peter Jones of SMC has on many occasions made representations to the community that his plan is to stage trucks from the port and eventually when possible to have them arrive and depart from the site underground when a tunnel is established between Leichhardt and the M4 East. He has also said that loading of spoil would take place underground at this time. He has recently told us of his plan to load trucks from a ramp off the city west link by means of a hopper conveyor which would pass over the Light rail station delivering spoil into silos below which trucks would pull up to receive their load. The laden trucks would then travel west bound along the city west link. None of this plan is detailed in the EIS.
5. I object to the fact that I am denied the opportunity to assess the impacts of all options. I object to the fact that I will have no right or opportunity to have input into the CTAMP, PIR or AFMP on matters which will have a devastating impact to me and to residents near 7 Darley Rd.
6. I object to the proposal for vehicles associated with spoil haulage to travel eastbound on City West Link and turn right into Darley Rd. This proposal is dangerous and the impacts and risks are too great. Darley Rd is acknowledged by RMS to be a sub-standard road in terms of its construction. The intersection from the city west link is a steep blind turn even for traffic coming across from James St. This is followed by immediate left hand turns into both Francis St and Hubert St. A number of properties on Darley Rd would be at risk of destruction from spoil haulage trucks in the event of a truck having to brake suddenly to avoid stationary vehicles.
7. The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents lives be put at risk because the project must be delivered as soon as possible?

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

| | | | |
|--|--|------|-----------|
| Name: | SHARON LARA | | |
| Address: | 146 Heberfield Blvd St Heberfield Suburb | 2045 | Post Code |
| Signature: | Sharon Lara | | |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. | | | |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Noise impacts

- I object** to the EIS because the proponent has not provided details of the noise mitigation measures proposed in relation to the Darley Road civil and tunnel site (C4) at Leichhardt. As a result it is not possible to assess the noise impacts of the Darley Road civil and tunnel site (C4) at Leichhardt. It is unacceptable for the proponent to establish a major construction site in the middle of a residential area without a clear plan for mitigating noise impacts.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4) that:

'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels. In addition, temporary noise mitigation measures may include noise barriers and other temporary structures such as site buildings, which would be provided to minimise noise impacts on surrounding properties.'

Darley Road civil and tunnel site (C4) will create a high level of noise impact for residents yet the proponent has not given details of the plan for mitigating this impact. The measures will be implemented only if 'reasonable and feasible' which is a subjective assessment as it does not states whether they will be assessed as reasonable from the standpoint of the proponent or the residents. What the proponent thinks is reasonable may not meet the residents expectation as to what is reasonable. The measures appear to be optional as the proponent only states that that 'may include noise barriers and other temporary structures such as site buildings'.

Construction vehicle safety impacts

- I object** to the EIS because the proposal in relation to the Darley Road civil and tunnel site (C4) at Leichhardt stated therein, that 'heavy vehicles associated with spoil haulage would travel eastbound on City West Link and turn right into Darley Road, Leichhardt' presents unacceptable safety and amenity impacts.

The corner of Darley Rd (actually James St) and the City West Link is a pedestrian zone for:

- Pupils of Orange Grove Public School who live in Leichhardt
- Students of Sydney Secondary College, Leichhardt Campus who alight at Leichhardt North light rail stop
- Students of other schools along the light rail who board at Leichhardt North light rail stop
- Commuters who board at Leichhardt North light rail stop
- Residents walking to Leichhardt Park Aquatic Centre and adjacent sporting facilities
- Residents walking to the Orange Grove markets on Saturdays

The proponents plan brings pedestrians and school children in particular directly into the path of spoil haulage trucks at an intersection found to be the third most dangerous according to Transport for NSW figures.

A further impact will be to discourage people from walking in this area leading to greater car use for local trips.

I object to the Darley Road civil and tunnel site (C4) at Leichhardt on the above grounds.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

| | | | |
|--|---------------|-------------------|----------------|
| Name: | SHARON LAURA | | |
| Address: | 146 Bland St, | Suburb Haberfield | Post Code 2045 |
| Signature: | Sharon Laura | | |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. Sharon Laura | | | |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Pedestrian and cyclist movements

1. I object to the EIS because it fails to describe the temporary changes to Darley Road, Leichhardt to enable access to and from the ancillary facility that would likely be required in relation to the Darley Rd site and instead allows for the final plan to be decided by the contractor.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4) that:

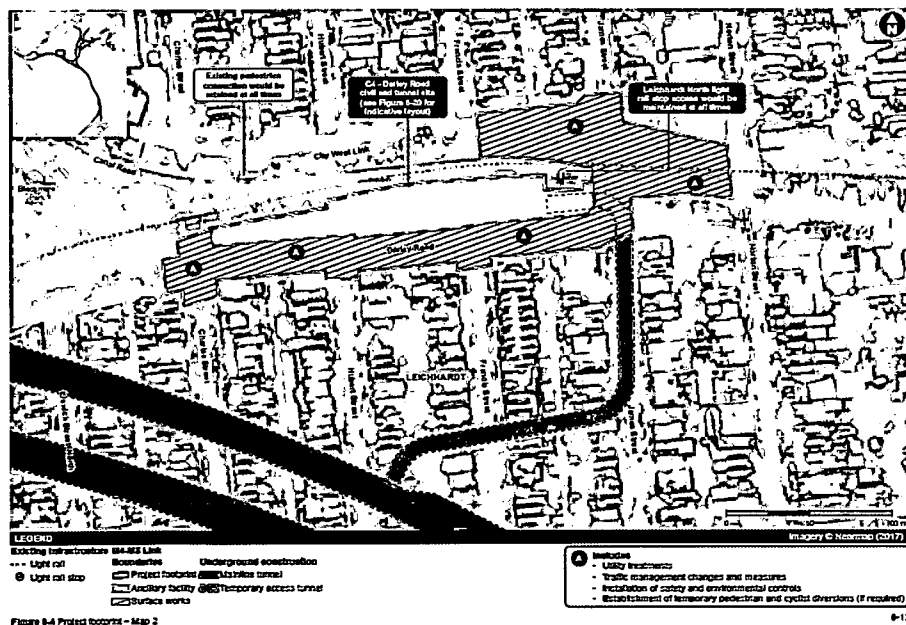
'Temporary changes to Darley Road to enable access to and from the ancillary facility would likely be required. These may include changes to line marking to provide a temporary turning lane for construction traffic and temporary diversions to the pedestrian path on the northern side of Darley Road. These would be confirmed during detailed design following the appointment of a design and construction contractor and in consideration of the safety and function of the road network, maintaining access to the Leichhardt North light rail stop and providing for continued pedestrian and cyclist movement.'

It is not clear how continued access, pedestrian and cyclist movement will be preserved and I am concerned that the impacts have not been correctly identified and assessed by the proponent.

I object to the fact that I am denied the opportunity to assess the impacts of all options. I object to the fact that I will have no right or opportunity to have input into detailed design following the appointment of a design and construction contractor.

Light rail access

2. I object to the EIS because it does not guarantee that the existing access to the Leichhardt North light rail stop would be maintained at all times. Fig 6-4 indicates that only the eastern access will be maintained. This greatly disadvantages the elderly and disabled who have to walk up a steep hill to the eastern access. If the proponent cannot guarantee access to the Leichhardt North light rail stop from the existing entry points or from points that are accessible to all then the Darley Road, Leichhardt construction site should be abandoned. The proponent should be directed to find a site where its operations will not impact on users of the Light Rail.



Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

| | |
|--|--|
| Name: <u>SHARON LARA</u> | |
| Address: <u>146 Blind SL</u> <u>Haberfield</u> | Suburb: <u>Haberfield</u> <u>2045</u> |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No | |
| Declaration: I have not made any reportable political donations in the last 2 years. | |
| Signed: <u>Sharon Lara</u> | Date: <u>26/9/17</u> |

I **object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

• **Air quality – exhaust emissions**

I **object** to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable. In particular I object to the Darley Road Civil and Tunnel Construction site because of the impact it will have on health.

In 9.3 'Construction assessment methodology' of the EIS the proponent states that one of the main air pollution and amenity considerations at demolition/construction sites is increased concentrations of airborne particles and NO2 due to exhaust emissions from on-site diesel-powered vehicles and construction equipment. In 9.3 the proponent also states that **'Exhaust emissions from on-site plant and site traffic are unlikely to have a significant impact on local air quality, and in the majority of cases they would not need to be quantitatively assessed.'**

This assessment is incorrect in the case of the Darley Road Civil and Tunnel Construction site in Leichhardt and the Department of Planning must require the proponent to submit an assessment.

The proponent sets out elsewhere in the EIS its plan to run spoil trucks in and out of the site via Darley Rd/James St.

A full laden truck and dog driving up the steep blind section of Darley Rd/James St will have to use high gears and high revs to get up the hill. This will take longer than for other vehicles because of the size of a truck and dog and the extensive traffic queuing that takes place at the intersection. The proponent anticipates there being a truck every 4 minutes in peak hour which coincides with the peak of foot traffic near the intersection. This means a truck every traffic light cycle. This will create unacceptable concentrations of diesel exhaust in an area used by a lot of pedestrians to get to and from the North Leichhardt light rail stop.

The Darley Road Civil and Tunnel Construction site in Leichhardt should not be allowed to proceed because of the health impacts from diesel exhaust.

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sharon Laura (object)
Attachments: 228263_SL EIS submsion FINAL 161017_2017Oct16_1820.pdf

From: system@acelo.com On Behalf Of Sharon Laura
Sent: Monday, 16 October 2017 6:21:11 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Sharon Laura (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sharon Laura
[REDACTED]

Address:
[REDACTED]

Haberfield, NSW
20145

Content:
 Attention:
 Director,
 Transport Assessments Planning Services,
 Department of Planning and Environment,
 GPO Box 39 Sydney NSW 2001

16/10/17

Re: Planning Application Number SSI 7485 - WestConnex M4-5 Link (Stage 3) from Haberfield to St Peters, with additional connections to the Iron Cove Bridge and Rozelle interchange.

I object to planning application SSI 7485.

Problems with Community Consultation

I object to the inadequate time allowed for submissions in response to the EIS. The volumes, appendices and annexures are mostly difficult to read and navigate.

The exhibition period was too short.

I also object that the EIS was not provided in large format in libraries and other centres.

I object that no 3D architectural model of interchange sites was available at EIS community information sessions as requested during the reference design consultations.

I object that the EIS was inaccessible to residents who are blind or vision impaired, deaf or hearing impaired, of English speaking background but functionally illiterate, or residents of non English speaking background, who have never acquired English written skills, or have lost their English spoken and literacy skills with ageing.

I also object that the EIS was inaccessible to residents who are frail, socially isolated or with mobility disabilities making it difficult or impossible for them to know about and engage with the EIS exhibition and information sessions.

Problems with EIS content and approval process

I object that the EIS is a concept plan with only indicative detail about construction sites, staging and methodology.

I object more detail will be revealed by the applicant in the Preferred Infrastructure Report, but only after the EIS submission closes on October 16th 2017 denying any opportunity for the community to comment on this report.

I object that final construction decisions will be made by the appointed contractor, but only after approval has been granted.

I object to this assessment and approval process.

I recommend that Planning ensures the Preferred Infrastructure Report be put on public exhibition with a call for submissions, prior to any approval of the EIS.

Specifically, I recommend that full and accurate detail about the Haberfield and Ashfield construction sites proposed by Option A and B be provided by the applicant and released for public exhibition and submission, prior to any approval of the M4-M5 Link.

Haberfield

My submission is directly informed by my experience of living within the M4East Haberfield and Ashfield destruction and construction triangle (between the Wattle St, Haberfield and Parramatta Rd, Ashfield interchanges).

Since 2016, Haberfield and Ashfield residents have endured the impacts of M4East demolition and construction, tunnelling, construction traffic and 24/7 spoil truck haulage.

We have also suffered from the impacts of other M4East project related utility and associated works.

It is inconceivable and unacceptable that approval may now be granted for more WestConnex above ground construction sites in our neighbourhood, extending the total duration of construction activity from four years, to at least 8 years, if not more.

I recommend that approval not be given for any new and additional WestConnex above ground construction sites in either Haberfield or Ashfield.

I have read the EIS and did not find sufficient detail and guarantees as to how health, social and economic impacts will be effectively managed and minimised.

I strongly object to serious cumulative adverse health, social and economic impacts that will result from overlapping and consecutive construction and tunnelling activities in Haberfield and Ashfield where the M4-M5 and M4East projects connect.

I object that the potential impact of the M4-5 link proposals on the historic Yasmar Estate, as within the EIS there is no detailed consideration of how to protect the house and grounds.

This is a serious EIS failure, given how close the heritage house is to proposed Option B construction sites on Parramatta Rd, Haberfield, and M4E East Parramatta Rd construction site, as well as close to frequent project and utility works along Parramatta Rd, Haberfield.

I note that passing mention is made in the EIS, of the Juvenile Justice centre buildings that are co-located within the grounds of the Yasmar Estate.

These buildings are not heritage buildings, unlike Yasmar House.

I recommend appropriate consultation and with appropriate stake-holders, including the Haberfield Association about the cumulative impacts of WestConnex projects upon the Yasmar Estate and House, prior to approval of the application.

M4-M5 Proposed Haberfield and Ashfield above ground OPTIONS A, B & alternative

The M4-5 Link EIS proposes at least 3 and possibly up to six (6) above ground civil and tunnel construction sites in Haberfield and Ashfield until the 2022/23.

In the EIS these are presented as Haberfield construction site Option A and Option B.

I object that in the development of the project, not all reasonable and feasible alternatives were considered to Option A and Option B.

I specifically object that what is omitted from the EIS is a promise made during the M4 East EIS exhibition and assessment process, - that once the M4 East was completed in 2019, there would be no need for any more above ground construction sites in Haberfield or Ashfield.

This promised and feasible construction option is not mentioned in the Project Development chapter of the EIS, or considered anywhere else in the EIS.

I object to the omission of this promised option, made to Haberfield and Ashfield residents during the M4 East EIS process in 2015.

I recommend that this promised option, acknowledged as feasible by the M4-5 Project Director and engineers be presented by the applicant prior to approval, so it can be assessed by Department of Planning, and the community, as an alternative option to Option A and B.

This is reasonable given the major impacts of combined M4-M5 and M4 East projects in Haberfield and Ashfield.

When approval was granted for the M4 East project in 2016, the M4-M5 entry and exit ramps along Wattle St, the M4-M5 mainline tunnels ending under Alt St, and the co-location of M4-M5 exhaust chimney within the M4 East Parramatta Road Ventilation Facility (between Wattle St and Walker Avenue), were all included and approved as part of the M4 East project.

This M4-M5 infrastructure is currently being built as part of the M4 East project. This infrastructure is all that is 'feasibly' and 'reasonably' necessary in Haberfield for M4-M5 construction.

I strongly object to any M4-M5 above ground construction or associated sites in Haberfield and Ashfield because there really is a reasonable and feasible option keeping all construction work underground, by allowing access via the M4-M5 entry and exit ramps along Wattle St, (between Parramatta Rd and Ramsay St,) Haberfield.

I strongly object to lack of transparency about the construction options proposed in Haberfield and Ashfield. I object that there is actually a third construction option for Haberfield, not clearly presented and identified within the EIS.

This option, was identified during EIS community information sessions and other community meetings, as the project's preferred and 'Hybrid' (or B+) Option for Haberfield and Ashfield.

I object that it was almost impossible to find this 3rd construction option buried within the EIS.

I also specifically object to the other 2 'options' included in the EIS: Option A and B.

Option A identifies 3 construction sites:

- 1a - Wattle St civil and tunnel site
- 2a - Haberfield civil and tunnel site
- 3a - Northcote St civil site

Option B identifies 3 construction sites:

- 1b - Parramatta Rd West (Ashfield) civil and tunnel site
- 2b - Haberfield civil site
- 3b - Parramatta Rd East (Haberfield) civil site

I object because neither Option A nor Option B will be minimise impacts as required by the SEARS, nor be of significant benefit to residents of Haberfield or Ashfield, despite how these options are superficially presented in the EIS and glossy publicity brochures.

From research and reading of the EIS, and based upon what I learnt at the EIS community information sessions, it is clear that both Option A and Option B will only benefit the proponent, and not my neighbourhood.

We have already suffered disproportionally from WestConnex construction. We should not be further insulted by incomplete and inadequate information being promoted in the EIS as benefitting residents, when the main benefit is to the project builders.

The EIS is so confusingly cross referenced and badly presented, that it was almost impossible to find, assess and compare construction sites, staging, duration of works planned for Haberfield and Ashfield.

I strongly object to this inaccessibility of information relating to the full impacts of Option A over Option B.

After repeated reading of the EIS it was possible for me to eventually find and compare Option A and Option B tables, figures and maps.

When I did compare the information, it then became clear that the proponent intends to use a combination of at least 4 sites from Option A and Option B - the 'Hybrid' Option.

I object that the 'Hybrid' Option B is not clearly revealed as a construction option within the EIS.

Because if Option B is 'selected', the use of M4-M5 entry and entry ramps still need to be used along Wattle St, (but excluding the surface land between the carriageways).

Option B will always require a minimum of 4, and not 3 construction sites.

I also object that consideration of health, social and economic impacts due to the 'Hybrid' Option B is missing.

This omission is a serious EIS failure regards cumulative, consecutive and overlapping health, social and economic impacts.

This is a failure of the EIS resulting in misleading and false information being presented about both Option A and B.

I recommend that the EIS not be approved on the basis of incomplete and false information about Haberfield construction sites and planning.

I also object that none of the options (Option A, Option B or the 'Hybrid' Option B) will mitigate, or protect residents from the serious impacts caused by and associated with significant and long-term construction and tunnelling program as proposed in the EIS.

I also object that a Worst Case Scenario (WCS) option regards construction sites and construction works program in Haberfield and Ashfield has not been identified or considered within the EIS.

Worst Case Scenario methodology has been applied to situations throughout the EIS.

It a serious omission that there has been no consideration or discussion of the worst case scenario regarding Haberfield and Ashfield construction sites, staging and delivery of the project.

At WestConnex EIS community information sessions, I was informed that the applicant is required to use 'Worst Case Scenario' as a basis for what is proposed and presented in the EIS.

I was then inevitably informed that the project team hopes that the 'Worst Case Scenario' in any given situation will not eventuate, but that they are required 'by regulation' to plan for the possibility.

I object that the following Worst Case Scenario (WCS), not discussed in the EIS, and that there is a real possibility of 5 or 6 construction sites in Haberfield and Ashfield being:

- 1a - Wattle St (Haberfield) civil and tunnel site - with or without modification (road surface M4/5 entry and exit ramps; and surrounding UDLP surface within Wattle St between Parramatta Rd and Ramsay St)
- 2a - Haberfield civil and tunnel site (PVRF site to fit out M4/5 exhaust chimney, and using Legacy Project & UDLP surface lands)
- 3a - Northcote St (Haberfield) civil site
- 1b - Parramatta Rd West (Ashfield) civil and tunnel site
- 2b - Haberfield civil site (PVRF site for access to fit out M4/5 exhaust chimney only)
- 3b - Parramatta Rd East (Haberfield) civil site

I object that the proponent's specified Options A, B, and Hybrid Option B all delay return of legacy lands and the UDLP, and the EIS does not provide enough detail on this.

I object to the proposed use for worker parking of surface lands on carriageway between M4-M5 entry and exit ramps along Wattle St, as well as on Parramatta Rd East (Haberfield) civil site.

I recommend that the currently available Five Dock Motor Registry be used for worker parking, offices and facilities, as it would be well suited for this purpose, and allow legacy lands to be returned.

I object to the indicative nature of much that is presented in the EIS. I object to any approval given an indicative and not detailed construction/tunnelling works and program.

I recommend the following construction option for Haberfield (the Promised Option):

1a -Wattle St (Haberfield) civil site and tunnel site - limit above ground use so only M4-5 Link entry and exit ramps within Wattle St between Parramatta Rd and Ramsay St are used for construction vehicle and spoil truck access; with no construction activity on UDLP surface carriageway between these ramps; tunnelling to occur underground beyond the M4-5 Link entry and exit ramps with an acoustic roller door and shelter shed at current 'blind' portals.) This modified site and activity would permit the M4 East UDLP to be completed as required by M4 East Condition of Approval in 2019

2b (or modified 2a)- Haberfield civil site. (Fit out of M4/5 exhaust chimney within the Parramatta Road Ventilation Facility. Site being built as part of M4 East project. This allows M4 East surplus land returned for Legacy Project, and UDLP completed in 2019 as required by M4 East Condition of Approval.

Plus:

3rd site for worker parking: Renew lease and full use of the vacated Five Dock Motor registry site on Ramsay Rd and Henley Marine Drive for construction worker parking and facilities. (This site is currently leased by the M4 East project, but has been completely under utilised for construction worker parking)

Further

I strongly object to any modification or 'consistency' ruling regards M4East Conditions of Approval, which will permit or 'legalise' the transfer use of M4 East UDLP or Legacy Project lands across to the M4-M5 project for delayed implementation.

I also recommend that all construction sites be returned, NOT as residual lands to be managed under the RLMP, but returned to the community as Legacy Project lands or UDLP lands (Option A (3a) site, currently being used as the M4 East Northcote St C7 construction site).

I also object that there is NO recognition and protection of Iron Cove renewal project proposed by Sydney Water within the EIS.

This canal regeneration requires recognition, and the Sydney Water project currently under investigation and planning, must not be delayed by the cumulative, consecutive and overlapping impacts of the M4-5 link and M4 East. The Whites Creek and Johnstone Creek renewal have both been identified in parts of the EIS. The Iron Cove project requires similar recognition.

I request that my name and objection is noted and recorded, and that my submission is made publicly available. I also request a detailed and written response to my objections.

Thank you for your consideration of my submission

Sharon Laura
Haberfield resident
slaurar@gmail.com

Submission: Online Submission from Sharon Laura (object)
https://majorprojects.accelo.com/?action=view_activity&id=228263

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

Attention:
Director,
Transport Assessments Planning Services,
Department of Planning and Environment,
GPO Box 39 Sydney NSW 2001

16/10/17

Re: Planning Application Number SSI 7485 – WestConnex M4-5 Link (Stage 3) from Haberfield to St Peters, with additional connections to the Iron Cove Bridge and Rozelle interchange.

I object to planning application SSI 7485.

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I object more detail will be revealed by the applicant in the Preferred Infrastructure Report, but only after the EIS submission closes on October 16th 2017 denying any opportunity for the community to comment on this report.

I object that final construction decisions will be made by the appointed contractor, but only after approval has been granted.

I object to this assessment and approval process.

I recommend that Planning ensures the Preferred Infrastructure Report be put on public exhibition with a call for submissions, prior to any approval of the EIS.

Specifically, I recommend that full and accurate detail about the Haberfield and Ashfield construction sites proposed by Option A and B be provided by the applicant and released for public exhibition and submission, prior to any approval of the M4-M5 Link.

Haberfield

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Since 2016, Haberfield and Ashfield residents have endured the impacts of M4East demolition and construction, tunnelling, construction traffic and 24/7 spoil truck haulage.

We have also suffered from the impacts of other M4East project related utility and associated works.

It is inconceivable and unacceptable that approval may now be granted for more WestConnex above ground construction sites in our neighbourhood, extending the total duration of construction activity from four years, to at least 8 years, if not more.

I recommend that approval not be given for any new and additional WestConnex above ground construction sites in either Haberfield or Ashfield.

I have read the EIS and did not find sufficient detail and guarantees as to how health, social and economic impacts will be effectively managed and minimised.

I strongly object to serious cumulative adverse health, social and economic impacts that will result from overlapping and consecutive construction and tunnelling activities in Haberfield and Ashfield where the M4-M5 and M4East projects connect.

I object that the potential impact of the M4-5 link proposals on the historic Yasmar Estate, as within the EIS there is no detailed consideration of how to protect the house and grounds.

This is a serious EIS failure, given how close the heritage house is to proposed Option B construction sites on Parramatta Rd, Haberfield, and M4E East Parramatta Rd construction site, as well as close to frequent project and utility works along Parramatta Rd, Haberfield.

I note that passing mention is made in the EIS, of the Juvenile Justice centre buildings that are co-located within the grounds of the Yasmar Estate.

These buildings are not heritage buildings, unlike Yasmar House.

I recommend appropriate consultation and with appropriate stake-holders, including the Haberfield Association about the cumulative impacts of WestConnex projects upon the Yasmar Estate and House, prior to approval of the application.

M4-M5 Proposed Haberfield and Ashfield above ground OPTIONS A, B & alternative

The M4-5 Link EIS proposes at least 3 and possibly up to six (6) above ground civil and tunnel construction sites in Haberfield and Ashfield until the 2022/23.

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I specifically object that what is omitted from the EIS is a promise made during the M4 East EIS exhibition and assessment process, - that once the M4 East was completed in 2019, there would be no need for any more above ground construction sites in Haberfield or Ashfield.

This promised and feasible construction option is not mentioned in the Project Development chapter of the EIS, or considered anywhere else in the EIS.

I object to the omission of this promised option, made to Haberfield and Ashfield residents during the M4 East EIS process in 2015.

I recommend that this promised option, acknowledged as feasible by the M4-5 Project Director and engineers be presented by the applicant prior to approval, so it can be assessed by Department of Planning, and the community, as an alternative option to Option A and B.

This is reasonable given the major impacts of combined M4-M5 and M4 East projects in Haberfield and Ashfield.

When approval was granted for the M4 East project in 2016, the M4-M5 entry and exit ramps along Wattle St, the M4-M5 mainline tunnels ending under Alt St, and the co-location of M4-M5 exhaust chimney within the M4 East Parramatta Road Ventilation Facility (between Wattle St and Walker Avenue), were all included and approved as part of the M4 East project.

This M4-M5 infrastructure is currently being built as part of the M4 East project. This infrastructure is all that is 'feasibly' and 'reasonably' necessary in Haberfield for M4-M5 construction.

I strongly object to any M4-M5 above ground construction or associated sites in Haberfield and Ashfield because there really is a reasonable and feasible option keeping all construction work underground, by allowing access via the M4-M5 entry and exit ramps along Wattle St, (between Parramatta Rd and Ramsay St,) Haberfield.

I strongly object to lack of transparency about the construction options proposed in Haberfield and Ashfield. I object that there is actually a third construction option for Haberfield, not clearly presented and identified within the EIS.

This option, was identified during EIS community information sessions and other community meetings, as the project's preferred and 'Hybrid' (or B+) Option for Haberfield and Ashfield.

I object that it was almost impossible to find this 3rd construction option buried within the EIS.

I also specifically object to the other 2 'options' included in the EIS: Option A and B.

Option A identifies 3 construction sites:

- 1a - Wattle St civil and tunnel site
- 2a - Haberfield civil and tunnel site
- 3a - Northcote St civil site

Option B identifies 3 construction sites:

- 1b - Parramatta Rd West (Ashfield) civil and tunnel site
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I object because neither Option A nor Option B will be minimise impacts as required by the SEARS, nor be of significant benefit to residents of Haberfield or Ashfield, despite how these options are superficially presented in the EIS and glossy publicity brochures.

From research and reading of the EIS, and based upon what I learnt at the EIS community information sessions, it is clear that both Option A and Option B will only benefit the proponent, and not my neighbourhood.

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The EIS is so confusingly cross referenced and badly presented, that it was almost impossible to find, assess and compare construction sites, staging, duration of works planned for Haberfield and Ashfield.

I strongly object to this inaccessibility of information relating to the full impacts of Option A over Option B.

After repeated reading of the EIS it was possible for me to eventually find and compare Option A and Option B tables, figures and maps.

When I did compare the information, it then became clear that the proponent intends to use a combination of at least 4 sites from Option A and Option B – the 'Hybrid' Option.

I object that the 'Hybrid' Option B is not clearly revealed as a construction option within the EIS.

Because if Option B is 'selected', the use of M4-M5 entry and entry ramps still need to be used along Wattle St, (but excluding the surface land between the carriageways).

Option B will always require a minimum of 4, and not 3 construction sites.

I also object that consideration of health, social and economic impacts due to the 'Hybrid' Option B is missing.

This omission is a serious EIS failure regards cumulative, consecutive and overlapping health, social and economic impacts.

This is a failure of the EIS resulting in misleading and false information being presented about both Option A and B.

I recommend that the EIS not be approved on the basis of incomplete and false information about Haberfield construction sites and planning.

I also object that none of the options (Option A, Option B or the 'Hybrid' Option B) will mitigate, or protect residents from the serious impacts caused by and associated with significant and long-term construction and tunnelling program as proposed in the EIS.

I also object that a Worst Case Scenario (WCS) option regards construction sites and construction works program in Haberfield and Ashfield has not been identified or considered within the EIS.

Worst Case Scenario methodology has been applied to situations throughout the EIS.

It a serious omission that there has been no consideration or discussion of the worst case scenario regarding Haberfield and Ashfield construction sites, staging and delivery of the project.

At WestConnex EIS community information sessions, I was informed that the applicant is required to use 'Worst Case Scenario' as a basis for what is proposed and presented in the EIS.

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I object that the following **Worst Case Scenario** (WCS), not discussed in the EIS, and that there is a real possibility of 5 or 6 construction sites in Haberfield and Ashfield being:

1a - Wattle St (Haberfield) **civil and tunnel** site – with or without modification (road surface M4/5 entry and exit ramps; and surrounding UDLP surface within Wattle St between Parramatta Rd and Ramsay St)

2a - Haberfield **civil and tunnel** site (PVRF site to fit out M4/5 exhaust chimney, and using Legacy Project & UDLP surface lands)

3a - Northcote St (Haberfield) **civil** site

1b - Parramatta Rd West (Ashfield) **civil and tunnel** site

2b – Haberfield **civil** site (PVRF site for access to fit out M4/5 exhaust chimney only)

3b - Parramatta Rd East (Haberfield) **civil** site

I object that the proponent's specified Options A, B, and Hybrid Option B all delay return of legacy lands and the UDLP, and the EIS does not provide enough detail on this.

I object to the proposed use for worker parking of surface lands on carriageway between M4-M5 entry and exit ramps along Wattle St, as well as on Parramatta Rd East (Haberfield) civil site.

I recommend that the currently available Five Dock Motor Registry be used for worker parking, offices and facilities, as it would be well suited for this purpose, and allow legacy lands to be returned.

I object to the indicative nature of much that is presented in the EIS. I object to any approval given an indicative and not detailed construction/tunnelling works and program.

I recommend the following construction option for Haberfield (the Promised Option):

1a –Wattle St (Haberfield) civil site and tunnel site – limit above ground use so only M4-5 Link entry and exit ramps within Wattle St between Parramatta Rd and Ramsay St are used for construction vehicle and spoil truck access; with no construction activity on UDLP surface carriageway between these ramps; tunnelling to occur underground beyond the M4-5 Link entry and exit ramps with an acoustic roller door and shelter shed at current ‘blind’ portals.) This modified site and activity would permit the M4 East UDLP to be completed as required by M4 East Condition of Approval in 2019

2b (or modified 2a)- Haberfield civil site. (Fit out of M4/5 exhaust chimney within the Parramatta Road Ventilation Facility. Site being built as part of M4 East project. This allows M4 East surplus land returned for Legacy Project, and UDLP completed in 2019 as required by M4 East Condition of Approval.

Plus:

3rd site for worker parking: Renew lease and full use of the vacated Five Dock Motor registry site on Ramsay Rd and Henley Marine Drive for construction worker parking and facilities. (This site is currently leased by the M4 East project, but has been completely under utilised for construction worker parking)

Further

I strongly object to any modification or ‘consistency’ ruling regards M4East Conditions of Approval, which will permit or ‘legalise’ the transfer use of M4 East UDLP or Legacy Project lands across to the M4-M5 project for delayed implementation.

I also recommend that all construction sites be returned, NOT as residual lands to be managed under the RLMP, but returned to the community as Legacy Project lands or UDLP lands (Option A (3a) site, currently being used as the M4 East Northcote St C7 construction site).

I also object that there is NO recognition and protection of Iron Cove renewal project proposed by Sydney Water within the EIS.

This canal regeneration requires recognition, and the Sydney Water project currently under investigation and planning, must not be delayed by the cumulative, consecutive and

overlapping impacts of the M4-5 link and M4 East. The Whites Creek and Johnstone Creek renewal have both been identified in parts of the EIS. The Iron Cove project requires similar recognition.

I request that my name and objection is noted and recorded, and that my submission is made publicly available. I also request a detailed and written response to my objections.

Thank you for your consideration of my submission

Sharon Laura
Haberfield resident
slaurar@gmail.com

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

| | | | |
|--|--------------|-----------|------------|
| Name: | Sharon Laws | | |
| Address: | 146 Blind St | Suburb | Haberfield |
| | | Post Code | 2095 |
| Signature: | Sharon Laws | | |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. Sharon Laws | | | |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Noise impacts

1. I object to the EIS because the proponent has not provided a clear plan for measures that will be taken to minimise noise impacts from work within and outside of standard construction hours at the Darley Road civil and tunnel site (C4) at Leichhardt.
2. I object to the EIS because the proponent has failed to take account of the fact that the demolition of 7 Darley Road, Leichhardt will remove a significant noise barrier to traffic noise from the City West Link. This will mean increased traffic noise impacts to the residents of Darley Rd, Francis St, Hubert St and Charles St.
3. I object to the EIS because the proponent has failed to take account of the noise impact of fully laden spoil haulage trucks exiting the Darley Road civil and tunnel site (C4) at Leichhardt driving up the very steep blind turn at the intersection with the City West Link. The RMS should install noise measuring equipment and monitoring cameras at this location to measure noise from heavy vehicles and identify vehicles whose noise that exceeds the applicable Australian standard.
4. I object to the EIS because the proponent has failed to take account of the noise impact of spoil haulage trucks using air brakes on the descent down Darley Rd off the City West Link. Heavy vehicle drivers should avoid using exhaust brakes, engine compression or 'jake' brakes near residential areas and noise-sensitive areas such as hospitals and schools, unless they are necessary for safety reasons. RMS should implement noise limits from engine compression brakes and should use roadside noise 'cameras' as an aid to enforcement at every location where WestConnex vehicles emitting engine compression brake noise might affect nearby communities.

Non-compliance with SEARS

1. I object to the proposal because it does not comply with the SEARS requirements. The EIS must include, but not necessarily be limited to, a description of the project and **all components and activities** (including ancillary components and activities) required to construct and operate it, including the location and operational requirements of construction ancillary facilities and access.
2. In so far as it describes the Darley Road civil and tunnel site (C4) at Leichhardt the EIS does not meet this requirement because it does not describe the components and activities that have been described to the community either in meetings with LAW (Leichhardt Against WestConnex) or at the WestConnex Community Reference Group established by Sydney Motorway Corporation.
3. The EIS has been released before the proponent is able to describe how it actually plans to carry out construction activities at Darley Road, Leichhardt, in particular the plan for staging the arrival of spoil trucks.
4. The proponent via its agent Sydney Motorway Corporation's employee Peter Jones has advised on several occasions that spoil haulage trucks will be staged from the Sydney Ports land on Glebe Island via James Craig Rd. This is to avoid the situation at Haberfield where trucks circle the Northcote St site as they are not able to queue to enter it creating congestion and noise impacts as they drive slowly into Wattle St and Ramsay St. before making a second run at the Northcote St site from the Parramatta Road entrance.
5. No details of this staged spoil haulage proposal at Darley Road, Leichhardt are provided other than that 'construction traffic may also access the Darley Road civil and tunnel site (C4) at Leichhardt via the westbound lanes of City West Link'.
6. Peter Jones from Sydney Motorway Corporation has advised that he is in the process of finalising an agreement with Sydney Ports which will enable him to stage trucks from a location on Glebe Island via James Craig Rd. The EIS should not have been released before this plan was finalised. Peter Jones has advised that he is only required to describe the 'worst case scenario' in the EIS, which is trucks arriving ad hoc via the eastbound lanes of City West Link. The EIS should describe what the proponent actually plans to do as well as the worst case scenario so that the impacts of all options being considered can be assessed and commented on.
7. It is not clear from the EIS how the alternative plan for the staged arrival of spoil trucks from Sydney Ports will be documented and how stakeholders will have an opportunity to assess its impacts. The EIS does not specifically state that this staged arrival plan will be documented in the CTAMP, the Ancillary Facilities Management Plan or the Preferred Infrastructure Report.
8. I object to the EIS on the grounds that it does not comply with the SEARS.

| | |
|---|---|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: Sharon Lawr |
| | Address: 146 Blad St, Haberfield |
| Application Number: SSI 7485 | Suburb: Postcode 2045 |
| Application Name: WestConnex M4-M5 Link | Signature: <i>Sharon Lawr</i> |
| <p align="center">Please <u>include</u> my personal information when publishing this submission to your website Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.</p> | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- I. The EIS social an economic impact study acknowledged the high value placed on retaining trees and vegetation in the affected area but does not mention that WestCONnex has already destroyed more than 1000 trees in the St Peters Alexandria area around Sydney Park alone.
- II. The EIS claims to have saved Blackmore Park and Easton Park due to negative community feedback. I am concerned that this is a false claim and that this site was never really in contention due to other physical factors. I would like NSW Planning to investigate whether this claim is correct to have heeded the community is false or not.
- III. The Air quality data is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
- IV. I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.
- V. The EIS acknowledges that impacts of construction should M4M5 get approval will worsen traffic congestions on Parramatta Rd. In these circumstances it would be outrageous for motorists to be asked to pay up to up to \$20 a day in tolls. I object to the fact that this is not considered or factored into the traffic analysis.
- VI. Streets in Haberfield would be subject to heavy vehicle traffic for a further four years, making at least 7 years of heavy impacts on a single suburb. The answer is not a "community strategy". Residents who believed that their pain would be over after the M4 east are now being asked to sustain a further four years of impacts. No compensation or serious mitigation is suggested.
- VII. The EIS acknowledges that four years of M4/M5 construction would have a negative economic and social impact across the Inner West through interrupted traffic routes, slower traffic times, disruption with public transport, interruption with businesses and loss of connections across communities. This finding highlights the need for a proper cost benefit analysis for the project. Such social costs should not simply be dismissed with the promise of a construction plan into which the community has not input or powers to enforce.
- VIII. I do not consider it acceptable that cycling/pedestrian routes should be changed for four years in Annandale and Rozelle in ways that will make cycling more difficult and walking less possible for residents with reduced mobility. These are vital community transport routes.

| | |
|--|--|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <i>Sharon Law</i> |
| | Address: <i>146 Bond St</i> |
| Application Number: SSI 7485 | Suburb: <i>Herbert</i> Postcode: <i>2045</i> |
| Application Name: WestConnex M4-M5 Link | Signature: <i>Sharon</i> |
| <p align="center">Please include my personal information when publishing this submission to your website Declaration: I HAVE NOT made any reportable political donations in the last 2 years.</p> | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- The EIS admits that air pollutants will exceed permitted levels along the Canal Rd used to access the St Peters Interchange because the traffic will be heavier. This is an unacceptable impact which will adversely affect vehicle users because it is known that people in their vehicles are not protected from the air pollution, as well as anyone on foot or cycling in the streets around the interchange. No amelioration is offered.
- The EIS states that traffic congestion around the St Peters Interchange is expected to be worse after completion of the M5 and the M4-M5 Link particularly in the evening peak hour. The EIS admits that this will have a "moderate negative" impact on the neighbourhood in increasing pollution (also admitted separately) therefore in health impacts, on safety for foot and cycle traffic but also for vehicles and on the local amenity.
- The traffic around St Peters expected to be heavier because of the increased road access to the new Interchange will adversely affect our community because moving around to our parks and to the shops, to the buses and to the train stations, for pedestrians and cars, will be more difficult. Our community is being sacrificed for the marginal improvement in traffic movement elsewhere in Sydney. No measures to ameliorate the impact are mentioned. This is unacceptable.
- The EIS admits that the increased traffic congestion around the St Peters Interchange will impact on bus running times especially in the evening peak hour and increase the time taken (2.5 minutes, which seems optimistic). The 422 bus and associated cross city services which use the Princes Highway are notorious for irregular running times because of the congestion on the Princes highway and cross roads, so an admitted worsening of the running time will adversely impact the people who are dependent on the buses. This will be compounded by the loss of train services at St Peters station while it is closed for the Sydney Metro build and then subsequently when it re-opens. In all the impact of the new M5 and the M4-M5 link is to worsen access to public transport significantly for the residents of the St Peters neighbourhood.
- It is obvious the NSW government is in a desperate rush to get planning approval for the M4/M5. It has only allowed 60 days for comment yet the M4/M5 project is the most expensive and complicated stage of WestConnex. Critically, it involves building three layers of underground tunnels under parts of Rozelle. Such tunnelling does not exist anywhere in the world and as yet there are no engineering plans for this complex construction. Approval depends on senior staff in NSW Planning compliantly agreeing to tick off on the EIS, as was done with the New M5 and the M4. This demonstrates a wanton disregard for the safety of the residents of Rozelle and those who will be using the tunnel. WHAT IS THE RUSH?

Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name:

SHARON LAURA

Signature:

Sharon

Please include my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.

Address:

146 Bland St

Suburb:

Haberfield

Postcode

2045

I object to the WestConnex M4-M5 Link proposals for the following reasons:

- A. The social and economic impact study notes the high value placed on community networks and social inclusion but does nothing to seriously evaluate the social impacts on these of WestCONnex. Any genuine assessment would draw on experience with the New M5 and M4 East rather than ignoring it. This lack of genuine engagement with social impact reduces the study to the level of a demographic description and a series of bland value statement
- B. The EIS states that spoil haulage hours will be restricted but ignores the fact that the same was promised for the M4 East but these promises have been ignored repeatedly.
- C. The EIS states "Direct and indirect traffic disruptions are likely to be experienced on local and arterial roads in most suburbs that are in close proximity to construction sites. This would include the suburbs of Ashfield, Haberfield, St Peters, Camperdown, Annandale, Lilyfield, Leichhardt, and Rozelle." Despite this finding, the study then pushes these negative impacts aside as inevitable. There is never any evaluation of whether in the light of the negative impacts an alternative public infrastructure project might be preferable.
- D. The impacts on The Crescent and Annandale are massive and were not sufficiently revealed in the Concept Design to enable residents to give feedback on the negative impacts on communities and businesses in the area.
- E. It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.
- F. Table 6.1 in Appendix Q (Social and Economic impact) is not an accurate report on the concerns of residents. It downplays concerns of Newtown, St Peters and Haberfield residents. It does not even mention concerns about additional years of construction in Haberfield and St Peters. The raises the question of whether this is a result of the failure of SMC to notify impacted residents including those on the Eastern Side of King Street and St Peters about the potential impacts of the M4 M5
- G. The EIS identifies a risk to children from construction traffic at Haberfield School. I find such risks unacceptable and am not satisfied with a promise of a Plan to which the public is excluding from viewing or providing feedback until it is published.

| | | |
|--|-------------------------------|----------------------|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <u>SHARON LAXA</u> | |
| | Address: <u>46 Blend St</u> | |
| Application Number: SSI 7485 | Suburb: <u>Haberfield</u> | Postcode <u>2045</u> |
| Application Name: WestConnex M4-M5 Link | Signature: <u>Sharon Laxa</u> | |
| Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. | | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- a. There have been widespread reports in the media about extensive unresolved disputes regarding damages to houses in the Stage 1 M4 and Stage 2 M5 construction process. Why should the community believe that there will not be extensive damages to houses in Stage 3 ?
- b. Because this is still based on a "concept design" it is unknown how the communities affected will not know what is being done below their residences, schools, business premises and public spaces, particularly if the whole project is sold into a private corporation's ownership before the actual designs and construction plans are determined. The EIS makes references to these designs and plans being reviewed but there is **NO** information as to what agency will be responsible for such reviews or whether the outcomes of such reviews will be made public. The communities below whose homes, business premises, public buildings and public spaces this massive project will be excavated and built will be completely in the dark about what is being done, what standards it is supposed to comply with, what inspection or scrutiny it will subject to, and whether the private corporations undertaking the work will be held to any liability by our government.
- c. It is quite clear that the escalating cost of tolls will encourage drivers to avoid tollways. This will further pollute and congest local roads. Such impact already evident on Parramatta Rd usage after the new M4 tolls were introduced. The community expects similar impacts on roads around the St Peters interchange, including the Princes Highway, King St, Enmore and Edgeware Roads and though streets of Alexandria and Erskineville. The EIS Traffic analysis fails to deal with this issue of traffic beyond the boundaries of the project and should be rejected.
- d. It all very difficult for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. This restricted access does NOT constitute open and fair community engagement.
- e. I am concerned that SMC has selected one of Sydney's most dangerous traffic spots, Darley Rd in Leichhardt for a construction site that will bring hundreds of extra trucks and cars into the area on a daily basis for years.
- f. The additional unfiltered exhaust stack on the north-west corner of the interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south-western and north-western corners of the interchange. This is utterly unacceptable.
- g. I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks. The government needs to urgently review its policy of support for unfiltered stacks.
- h. The additional unfiltered exhaust stack on the north-west corner of the interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south-western and north-western corners of the interchange. This is utterly unacceptable.
- i. I am deeply disappointed that the EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain. This is a dangerous and reckless attempt to get approval for a project that is yet to be properly designed.
- j. The impact of the deep tunnelling for the M4-M5 link - in addition to the tunnelling for the new Sydney Metro in the same area - in the Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings above, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because either contractor will no doubt blame the other. The increasing numbers of vehicles will also increase the vehicle pollution (known to have adverse effects on breathing and also to be carcinogenic) in this area.

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| <p>Attention Director Application Number: SSI 7485</p> <p>Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p> | <p>Name: SHARON LARA</p> <p>Signature: SLARA</p> <p>Please <u>include</u> my personal information when publishing this submission to your website. I HAVE NOT made reportable political donations in the last 2 years.</p> <p>Address: 146 Blond St</p> <p>Suburb: Haberfield Postcode: 2045</p> |
|---|---|

I object to the WestConnex M4-M5 Link proposals for the following reasons:

- Experience has shown that construction and other plans by WestCONNex are often regarded as flexible instruments. Any action to remedy breaches depends on residents complaining and Planning staff having resources to follow up which is often not the case. I find it unacceptable that the EIS is written in a way that simply ignores problems with other stages of WestCONNex.
- Why are two different options being suggested for Haberfield? It is clear that both of these are unacceptable and will expose residents to unnecessary traffic danger, congestion and disruption with capacity to enjoy their homes and environment. It is insulting that the EIS acknowledges this but offers not solution other than to go ahead.
- I do not consider so many disruptions of pedestrian and cycle ways to be a 'temporary' impact. Four years in the life of a community is a long time. The EIS acknowledges that there will be more danger in the environment around construction sites. It is a serious matter to deliberately take steps to reduce the safety of a community, especially when as the traffic analysis shows there will be a legacy of traffic congestion even in 2033. A promise of a plan is NOT an answer to those concerned about the impacts.
- The impact of the project on cycling and walking will be considerable around construction sites. The promise of a construction plan is not sufficient. There has not been sufficient consultation or warning given to those directly affected or interested organisations. There needs to be a longer period of consultation so that the community can be informed about the added dangers and inconvenience, especially when you consider that it is over a 4 year period.
- Rozelle is an old and historic suburbs of Sydney. The damage that this project would do in destruction of homes, other buildings and vegetation is unacceptable, especially when the project would leave a legacy of traffic congestion in the area.
- It is outrageous to suggest that four unfiltered stacks would be built in one area, Rozelle
- Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.
- A lot of work has gone into building cycling and pedestrian routes in Rozelle and Annandale. Interference and disruption of routes for four years is not a 'temporary' imposition.

I submit my strongest objections to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: SHARON LAIRA

Signature: Sharon

Please include my personal information when publishing this submission to your website

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Address: 146 Bland St

Suburb: Haberfield Postcode: 2045

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name:
WestConnex M4-M5 Link

- ◇ It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With four unfiltered emissions stacks in the area plus a large number of exit portals, the residents of this area will suffer greatly from poisonous diesel particulates. This is negligent when you consider that, the World Health Organisation in 2012 declared diesel particulates carcinogenic. "As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments. Your Education Minister Rob Stokes declared in 2017, "No ventilation shafts will be built near any school."
- ◇ Where is the commitment to community consultation and to long term planning when the EIS for the M4/M5 Link is released before any response to the extensive community feedback on the M4-M5 Link concept design could possibly have been seriously considered. This demonstrates deep government contempt for the people of NSW and the communities of the Inner West of Sydney in particular.
- ◇ No workers associated with the WestConnex project should be permitted to park on local streets. Parking is at a premium in this area and many residents do not have off-street parking. The removal of 20 car spaces for five years as is proposed on Darley Road will worsen this situation as will the removal of 'kiss and ride facilities' at the light rail. There is also a pre-DA application for 120 units on William Street which is not taken into account in the EIS. This will place further stress on parking. The EIS needs to outright prohibit any worker parking on local streets.
- ◇ The impact of the project on cycling and walking will be considerable around construction sites. The promise of a construction plan is not sufficient. There has not been sufficient consultation or warning given to those directly affected or interested organisations. There needs to be a longer period of consultation so that the community can be informed about the added dangers and inconvenience, especially when you consider that it is over a 4 year period.
- ◇ In the EIS there are indications of what is to be expected in the Rozelle Rail Yards construction site and the Crescent Civil site. But the EIS states that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed. This may result in major changes to the project design and construction methodologies. The community will have no input into this process, so the community is totally powerless to be able to comment on what will actually be proposed, how it will be carried out and what will finally be built. This is not acceptable.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39,
Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

| | | | |
|---|--------------|------------|-------------|
| Name: | Sharon Lowe | | |
| Address: | 146 Bland St | Suburb: | Hubertfield |
| | | Post Code: | 2048 |
| Signature: | Sharon Lowe | | |
| Please include my personal information when publishing this submission to your website: <input checked="" type="radio"/> Yes / <input type="radio"/> No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. Sharon Lowe | | | |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Noise impacts

- The proponent has identified that the most affected receivers are residential receivers which adjoin the Darley Road civil and tunnel site (C4) at Leichhardt on Darley Road between Norton Street and Falls Street. The most noise affected receivers are located between Charles Street and Norton Street due to their proximity to the construction site.
The proponent has identified that the worst-case construction scenario will occur during
 - Road adjustments works
 - spoil handling works within the acoustic shed during all works periods
 Highest construction noise impacts:
 - Use of a rock breaker during the daytime period as part of the demolition works and
 - Use of a road profiler during the night-time period as part of the road adjustment works
- I object to the EIS because the proponent provides that spoil handling works within the acoustic shed will take place for the duration of the construction phase which could be up to two to three years' duration, yet there is no clear plan for measures that will be taken to minimise noise impacts.
- I object to the Darley Road civil and tunnel site (C4) at Leichhardt on the basis that there is no clear plan in the EIS for measures that will provide the maximum possible level of mitigation from noise impacts. I also object because there is no clear plan for remedies available to residents who are impacted.

Noise impacts – highly affected receivers

- I object to the EIS because the proponent's assessment of who are Highly Noise Affected receivers in the area adjacent to the Darley Road civil and tunnel site (C4) at Leichhardt is incorrect and wrongly minimises the actual number of Highly Noise Affected receivers. Many residents in Charles St and Hubert St were highly affected by noise from works conducted during the renovation of 7 Darley Rd in 2016. In Hubert St, residents at least as far as No 31 and No 32 Hubert St were affected. The affected properties are not correctly reflected in the EIS.
- I object to the EIS because it underestimates the number of residents that will be highly affected by noise. It does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site.
- I object to the Darley Rd site because of the level of noise that the trucks will cause.

From:
Sent:
To:
Subject:



From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** [REDACTED]

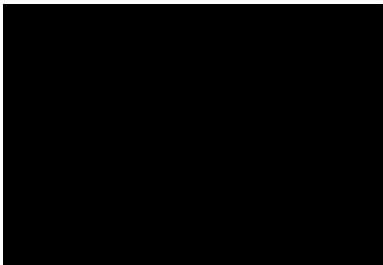
Sent: Monday, 28 August 2017 2:54 PM

Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:

My mother lives in Rozelle, very close to where the unfiltered smoke stacks will be placed. She has long suffered from respiratory problems and will have her long term health put at risk by the placement of these stacks.

The minister said that stacks would never be placed in a way that they might impact the health of people on the north shore, but is more than happy to risk my family's health in the inner west.



https://majorprojects.accelo.com/?action=view_activity&id=221603

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Robert Moore (comments)

From: system@acelo.com [mailto:system@acelo.com] **On Behalf Of** "Robert Moore"

Sent: Sunday, 27 August 2017 6:30 PM

Subject: Submission Details for Robert Moore (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Robert Moore

Address:

Sydney, NSW
2040

Content:

I object to the destruction of and closure of access through Buruwan Park in Annandale. The path from Railway Pde to The Crescent is a convenient and flat link to both Glebe foreshores and to Anzac Bridge and is used by commuters and families on weekends. The proposed detour on Bayview Crescent is steep and will deter many cyclists and walkers.

I submit that the proposed new line of The Crescent as it meets the City West Link should be such that Buruwan Park, or most of it, can be retained, or at least so that the current access through the park can be maintained.

The EIS says the footpaths (shared paths) on both sides of The Crescent will be retained, though the plans do not show this clearly for the western side (along the mural). I submit that the existing shared path to Johnston St be retained. I ask that the connecting path through Buruwan Park to Railway Pde also be retained, relocated further south if necessary, closer to the railway embankment. There appears to be room if the new left turn lanes on The Crescent are not too close to the embankment.

The proposed foot (will it be a shared path?) bridge over The Crescent at the City West Link could be located further south, leading directly to the Light Rail Station, and with a ramp down to the underpass of the railway.

I also submit that as part of the Active Transport Plan the shared path along The Crescent should be extended south past Johnston St along The Crescent, given that The Crescent forms a convenient route south towards Forest Lodge and links with other bike routes.

Similarly, a bicycle lane or path should be extended along Johnston St to Booth St.

[REDACTED]
Submission: Online Submission from Robert Moore (comments)
https://majorprojects.accelo.com/?action=view_activity&id=221529

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Christopher Rolfe (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Christopher Rolfe"

Sent: Friday, 25 August 2017 9:37 AM

Subject: Submission Details for Christopher Rolfe (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Christopher Rolfe
[REDACTED]

Address:
[REDACTED]

Newtown, NSW
2042

Content:

My submission is a general one against the WestConnex project because it is encouraging more people to use cars. This money needs to be spent on public transport. Building more roads and tunnels will only encourage more people to use their car, and in fact it will encourage people to switch out of using public transport.

When the WestConnex roads and tunnels are full of cars what do we do then? Build more roads? It's like getting a fat man a bigger belt.

[REDACTED]
Submission: Online Submission from Christopher Rolfe (object)

https://majorprojects.accelo.com/?action=view_activity&id=221340

Submission for Job: #7485 WestConnex M4-M5 Link


https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From:
Sent:
To:
Subject:



From: system@acelo.com [mailto:system@acelo.com] **On Behalf Of** 

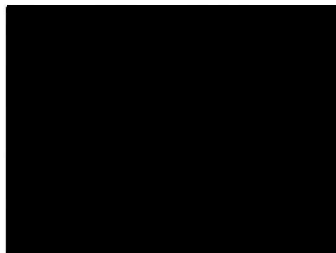
Sent: Wednesday, 30 August 2017 3:58 PM

Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:

The EIS should be rejected and the applicant told to re-submit with more definitive information. The current application is said to be only "indicative" as to many of the environmental impacts so that any approval would lack any credibility, with the potential for major adverse impacts on the community, increases in the cost of delivery, and potentially usage of the motorway should there be significant variations to those that are presented.

While it might be reasonable to assert that some things won't be known until construction commences, there are many things such as parking for the workforce, re-location of bus stops, removal of on-street parking, etc, that could and should be included in the EIS before approval.

Why, for example, is the need to re-locate bus stops near the Camperdown dive site not clearly known when Transport for NSW has recently undertaken an extensive survey and published its findings on the re-location of bus stops in this area? Further, where will parking be found for 100 workers in an area where staff have threatened to resign from RPAH due to the problem of finding parking?

Why does there appear to have been no consideration of tunneling from the established construction sites at Rozelle and St Peters after completion of the M4 and M5 extensions, respectively, so that spoil could be transported along the newly completed motorways? This would avoid disruption to traffic on one of Sydney's busiest roadways and further acquisition of properties for a separate dive site.

Similar failings are found throughout the documents whose approval would effectively give the applicant permission to build the M4-M5 link as they wish and where they wish. Such a box-ticking exercise might occur under totalitarian regimes but there is no place for it in a democracy where we are supposed to adhere to standards of accountability.


https://majorprojects.accelo.com/?action=view_activity&id=221947

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From:
Sent:
To:
Subject:



From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** [REDACTED]

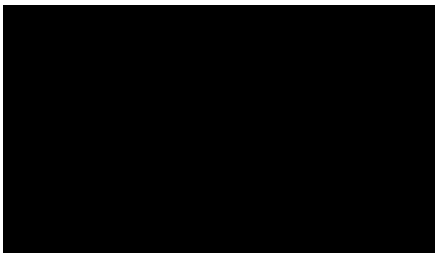
Sent: Wednesday, 30 August 2017 2:24 PM

Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:
To whom it may concern

I am extremely concerned about the impact a dive site at the current Dan Murphy's site on Darley Road in Leichhardt will have on our day to day life and environment.

Darley Road is a highly congested road with cars banked back, particularly during peak hours, for up to 2 kilometres. This site has long been acknowledged as a traffic "black spot". There have been two fatalities and at least an accident a month at this site in the last five years.

The "in area" school for this area is Orange Grove Public School. Darley Road is where most children cross the road to gain access to their school. It is outrageous to even suggest that the dive site be operable around small children from the age of 5 on their way to their local school.

We have been informed by Leichhardt Council that we are in fact in what is deemed a "flood zone" in Hubert Street which leads directly down to the proposed dive site. Can we be assured that if we are caught up in a flood we will not be adversely affected by a large hole in the ground where trucks are fed in and out?

We have heard that compensation for the demolition of the Dan Murphy site will be in excess of \$50 million. Tax payers cannot be expected to pay for this.

Parking is already at capacity in Hubert Street and Darley Road due to the proximity to the Leichhardt North Light Rail stop. With the proposed 250 extra workers accessing their work place through the proposed dive site at Darley Road the parking will be non existent.

I restate the matters raised in items 37-49 of submission by Leichhardt Against Westconnex and agree wholeheartedly with them in their entirety.

I look forward to your response.

[REDACTED]

[REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=221932

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED] <campaigns@good.do>
Sent: Thursday, 12 October 2017 4:31 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent.

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that “No ventilation shafts will be built near any school.” in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

I object to the use of Darley Rd, Leichhardt as a dive site. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges and anyone who have driven there knows, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis cannot be approved.

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

We are also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of much more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. I am appalled that these odours are predicted to possibly continue if Stage 3 is approved. No community should be treated in this manner.

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So we will have to put up with the exhaust from the tunnels and the additional car emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

I am also concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection. The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner Council Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site 9 James St and City West Link, based on TfNSW's own data, is the third most dangerous intersection in the inner west. Despite that, SMC wishes to bring in 100 heavy vehicle movements a day, plus an additional 70 light vehicle movements. There have been two fatalities directly out front the proposed site and it belied belief that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish, my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, [REDACTED]

_____ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED]

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

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|--|------------|------------|---------|
| Name: | [REDACTED] | | |
| Organisation: | [REDACTED] | | |
| Address: | Suburb | Post Code | |
| [REDACTED] | [REDACTED] | [REDACTED] | |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. | | | |
| Signed: | [REDACTED] | Date | 24-9-17 |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

• **Asbestos contaminated site**

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable.

The proponent in identifying the potential contamination impacts at Darley Road states that:

'Previous soil investigations identified fill material with slightly elevated metals and PAHs, although the site is still suitable for ongoing commercial/industrial land use. A UST has also been decommissioned. If present and not appropriately controlled, there is potential for:

- Direct contact, inhalation and ingestion risk to site workers from contaminated soil or hazardous building materials via dust
- Discharge of contaminated surface water to the stormwater system and ultimately Hawthorne Canal and Iron Cove
- Incorrect handling or disposal of spoil
- Disturbance of actual or potential acid sulfate soils at the western end of the site which could impact local soil and water quality.

The proponent's assessment is defective as it fails to identify the risk to local residents and anyone else in the neighbourhood of excavated soil containing contaminants and asbestos being blown into nearby streets and into homes and gardens of adjoining properties. The proponent's assessment is defective because having identified the presence of asbestos on the site it fails to specifically identify the potential for inhalation of asbestos either by workers or residents.

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because of the impact that disturbance of asbestos and other contaminants will have on health and on property. The community should not be put at risk when a dive site is not necessary.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

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| Declaration: I have not made any reportable political donations in the last 2 years. | | | |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Non-compliance with SEARS

I object to the proposal because it does not comply with the SEARS requirements. The EIS must include, but not necessarily be limited to, a description of the project and **all components and activities** (including ancillary components and activities) required to construct and operate it, including the location and operational requirements of construction ancillary facilities and access.

In so far as it describes the Darley Road civil and tunnel site (C4) at Leichhardt the EIS does not meet this requirement because it does not describe the components and activities that have been described to the community either in meetings with LAW (Leichhardt Against WestConnex) or at the WestConnex Community Reference Group established by Sydney Motorway Corporation.

The EIS has been released before the proponent is able to describe how it actually plans to carry out construction activities at Darley Road, Leichhardt, in particular the plan for staging the arrival of spoil trucks.

The proponent via its agent Sydney Motorway Corporation's employee Peter Jones has advised on several occasions that spoil haulage trucks will be staged from the Sydney Ports land on Glebe Island via James Craig Rd. This is to avoid the situation at Haberfield where trucks circle the Northcote St site as they are not able to queue to enter it creating congestion and noise impacts as they drive slowly into Wattle St and Ramsay St. before making a second run at the Northcote St site from the Parramatta Road entrance.

No details of this staged spoil haulage proposal at Darley Road, Leichhardt are provided other than that 'construction traffic may also access the Darley Road civil and tunnel site (C4) at Leichhardt via the westbound lanes of City West Link'.

Peter Jones from Sydney Motorway Corporation has advised that he is in the process of finalising an agreement with Sydney Ports which will enable him to stage trucks from a location on Glebe Island via James Craig Rd. The EIS should not have been released before this plan was finalised. Peter Jones has advised that he is only required to describe the 'worst case scenario' in the EIS, which is trucks arriving ad hoc via the eastbound lanes of City West Link. The EIS should describe what the proponent actually plans to do as well as the worst case scenario so that the impacts of all options being considered can be assessed and commented on.

It is not clear from the EIS how the alternative plan for the staged arrival of spoil trucks from Sydney Ports will be documented and how stakeholders will have an opportunity to assess its impacts. The EIS does not specifically state that this staged arrival plan will be documented in the CTAMP, the Ancillary Facilities Management Plan or the Preferred Infrastructure Report.

I object to the EIS on the grounds that it does not comply with the SEARS.

Construction vehicle safety impacts

I object to the EIS because the proposal in relation to the Darley Road civil and tunnel site (C4) at Leichhardt stated therein, that 'heavy vehicles associated with spoil haulage would travel eastbound on City West Link and turn right into Darley Road, Leichhardt' presents unacceptable safety and amenity impacts.

The corner of Darley Rd (actually James St) and the City West Link is a pedestrian zone for:

- Pupils of Orange Grove Public School who live in Leichhardt
- Students of Sydney Secondary College, Leichhardt Campus who alight at Leichhardt North light rail stop
- Students of other schools along the light rail who board at Leichhardt North light rail stop
- Commuters who board at Leichhardt North light rail stop
- Residents walking to Leichhardt Park Aquatic Centre and adjacent sporting facilities
- Residents walking to the Orange Grove markets on Saturdays

The proponents plan brings pedestrians and school children in particular directly into the path of spoil haulage trucks at an intersection found to be the third most dangerous according to Transport for NSW figures.

A further impact will be to discourage people from walking in this area leading to greater car use for local trips.

I object to the Darley Road civil and tunnel site (C4) at Leichhardt on the above grounds.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment,
GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

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| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No | | | |
| Declaration/I have not made any reportable political donations in the last 2 years. | | | |
| Signed: | [REDACTED] | Date | 24.9.17. |

• **Traffic and transport - construction worker parking**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because it is inevitable that workers will end up parking in streets near to the site and this will impact on residents in a number of ways.

- Residents will be competing for parking with both workers and commuters who already park in the streets near the light rail. Most houses in the streets near the site do not have off-street parking so residents are already pressed for parking spaces. During the renovation of the Darley Rd site for the Dan Murphys in 2016 workers parked in local roads like Charles St, Hubert St, Darley Rd and Francis St even when there was parking on site. This was of great inconvenience to residents especially those with young children and the aged. Residents had to complain to Woolworths and to the contractor Flexem on numerous occasions.
- Residents will be disturbed by workers arriving for or leaving from shifts at anti social hours. Residents who work shifts and need to rest during the day will be disturbed by the additional noise of vehicles coming and going.
During the renovation of the Darley Rd site for the Dan Murphys in 2016 there were instances of workers parking with engines idling first thing in the morning disturbing residents.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because there is no plan for worker parking and as a result the residents of Charles St, Hubert St, Darley Rd and Francis St will not be able to park on their streets and will be adversely impacted by worker parking.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which provide adequate worker parking and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

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| Declaration: I have not made any reportable political donations in the last 2 years. | | | |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Noise impacts

- The proponent has identified that the most affected receivers are residential receivers which adjoin the Darley Road civil and tunnel site (C4) at Leichhardt on Darley Road between Norton Street and Falls Street. The most noise affected receivers are located between Charles Street and Norton Street due to their proximity to the construction site.

The proponent has identified that the worst case construction scenario will occur during

- Road adjustments works
- spoil handling works within the acoustic shed during all works periods

Highest construction noise impacts:

- Use of a rock breaker during the daytime period as part of the demolition works and
- Use of a road profiler during the night-time period as part of the road adjustment works

I object to the EIS because the proponent provides that spoil handling works within the acoustic shed will take place for the duration of the construction phase which could be up to two to three years' duration, yet there is no clear plan for measures that will be taken to minimise noise impacts.

- I object** to the Darley Road civil and tunnel site (C4) at Leichhardt on the basis that there is no clear plan in the EIS for measures that will provide the maximum possible level of mitigation from noise impacts. I also object because there is no clear plan for remedies available to residents who are impacted.
- I object** to the EIS because the proponent's assessment of who are Highly Noise Affected receivers in the area adjacent to the Darley Road civil and tunnel site (C4) at Leichhardt is incorrect and wrongly minimises the actual number of Highly Noise Affected receivers.
- Many residents in Charles St and Hubert St were highly affected by noise from works conducted during the renovation of 7 Darley Rd in 2016. In Hubert St, residents at least as far as No 31 and No 32 Hubert St were affected. The affected properties are not correctly reflected in the EIS.

I object to the EIS because it underestimates the number of residents that will be highly affected by noise. It does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site.

- I object** to the EIS because the proponent incorrectly asserts construction traffic is unlikely to result in a noticeable increase in LAeq noise levels at receivers along the proposed construction traffic routes (Darley Road, Leichhardt and City West Link). This does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site. The impact of these will be substantial.

Commercial trucks are very loud; a standard diesel engine produces approximately 100 decibels (dB) of noise.

Engine braking noise can be disturbing both because it is loud and also as it has a distinctive characteristic modulation. Engine braking noise is caused by pulses of gases being emitted from the truck exhaust system, giving a 'machine gun' sound.

I object to the Darley Rd site because of the level of noise that the trucks will cause.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

Name: [REDACTED]

Organisation: [REDACTED]

Address: [REDACTED]

Suburb: [REDACTED]

Post Code: [REDACTED]

Please include my personal information when publishing this submission to your website

☒ Yes ☐ No

Declaration: I have not made any reportable political donations in the last 2 years.

Signed: [REDACTED]

Date

24.9.17

Object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Tunnel vertical alignments

In 5.3.6 of Chapter 5 the EIS states that 'the tunnels would generally have grades of less than four per cent. However, isolated locations connecting to the surface road network may require short lengths of steeper grades of up to eight per cent. These grades would generally match with existing conditions on local surface roads or are required to ensure appropriate ground conditions with no direct property impacts.'

In 2014 the RMS Advisory Committee on Tunnel Air Quality published a technical paper (TP09) 'Evolution of road tunnels in Sydney'. The paper highlights the key lessons learnt from over 20 years of experience in assessing and operating long road tunnels as it relates to the assessment, design and operation of ventilation systems to manage air quality in and around tunnels.

A key lesson learnt identified in the paper is the need to minimise the gradient of the tunnel.

'The M5 East has a gradient of eight per cent at the exit of the westbound tunnel. The increase in gradient resulted from a late design change to facilitate the placement of tunnel spoil between Bexley Road and King Georges Road. This was to substantially reduce the number of truck movements on local roads during construction.

The unintended consequence of this change was that vehicles exiting the west bound tunnel are under significant load with multiple consequences for air emissions. Firstly vehicle emissions per distance travelled significantly increase with increase in grade. This is especially the case for laden heavy vehicles (eg trucks returning from the port). Secondly the steep grade slows down heavy vehicles which contribute to congestion throughout the west bound tunnel further adding to vehicle emissions as compared to free flowing traffic. Consequently the Cross City and Lane Cove tunnels were designed to minimise gradients.'

As a result of this analysis the RMS concludes that a key design requirement for new road tunnel projects is to minimise grades.

It is therefore astonishing that the proponent is now planning to ignore this advice and repeat the mistakes of the M5 and incorporate tunnels with inclines of up to eight per cent.

These steep tunnels will have multiple direct impacts on air emissions.

- vehicle emissions per distance travelled significantly increase with increase in grade. This is especially the case for laden heavy vehicles which the tunnel is intended to take off local roads and which are intended to be users of the tunnel
- the steep grade slows down heavy vehicles which will contribute to congestion further adding to vehicle emissions as compared to free flowing traffic.

In conclusion the proponent should be required to redesign the tunnels so that no gradient exceeds 4%.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment,
GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

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| Name: [REDACTED] | | |
| Organisation: | | |
| Address: [REDACTED] | Suburb [REDACTED] | Post Code [REDACTED] |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No | | |
| Declaration: I have not made any reportable political donations in the last 2 years. | | |
| Signed: [REDACTED] | Date | |

• **Traffic and transport – new right hand turning lane on the City West Link to James St**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent is planning to create a right hand turning lane on the City West Link to allow construction vehicles to turn right into James Street.

This is a dangerous proposal given that it involves turning into a steep blind corner which carries a high degree of risk of collision with oncoming vehicles and with pedestrians including the many school children who cross James St at this point.

It is reckless beyond belief to plan for large number of truck and dogs to make a right hand turn into James St from the City West Link. Even vehicles crossing the City West Link from the Lilyfield Rd side of the City West Link have a higher risk of collision or error due to the steep blind turn. This would be even higher when making a right hand turn into James St from the City West Link.

This intersection is reported as being the third most dangerous for accidents in the Inner West.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because a right hand turning lane on the City West Link to allow construction vehicles to turn right into James Street creates an unacceptable risk of death and bodily injury due to collision.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Safer alternatives have been identified which will allow spoil haulage directly onto the City West Link and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

Name: [REDACTED]

Organisation: [REDACTED]

Address: [REDACTED]

Suburb [REDACTED]

Post Code [REDACTED]

Please include my personal information when publishing this submission to your website ☒ Yes/ No

Declaration: I have ~~not~~ made any reportable political donations in the last 2 years.

Signed: [REDACTED]

Date

24.9.17

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485 for the reason(s) set out below.

- **Dust emission from construction activities**

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable.

The proponent appears to downplay the impact of dust emission from construction activities by stating that **'It is difficult to reliably quantify dust emissions from construction activities. Due to the variability of the weather it is impossible to predict what the weather conditions would be when specific construction activities are undertaken'**.

This is an astonishing statement given the fact that the proponent is undertaking identical construction activities at numerous other sites as part of Stages 1 and 2 of the project. The proponent should by now be able to reduce any risks and impacts to zero in all weather circumstances. The proponent has failed to demonstrate that it is capable of managing risks that are capable of being managed and its proposals for the Darley Road Civil and Tunnel Construction site at Leichhardt should be rejected on this basis.

The proponent appears to downplay the impact of dust emission from construction activities further by stating that 'Any effects of construction on airborne particle concentrations would also generally be temporary and relatively short-lived.' This is also an astonishing statement given that a consequence of even one exposure to asbestos is fatal lung disease, not to mention the risk to children and adults with asthma. One asthma attack can result in death.

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because it creates an unacceptable risk to the health of workers and residents due to the dust impacts from demolition and construction and in addition will cause loss of amenity to residents.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Your view on the application: I object to it

Attn: Secretary re WestConnex M4-M5 Link EIS, project number SSI 16_7485

I write to express my strong objection to the WestConnex M4-M5 Link tollroad proposal.

- Building WestConnex will increase air pollution and global warming and encourage more car use, quickly filling the increased road capacity.
- Increasing vehicle use by inducing more cars onto the road increases the risks related to climate change, including extreme rainfall and extreme heat events.
- This stage of WestConnex also facilitates the building of the Western Harbour Tunnel, which will see tunnels bored under the Balmain peninsula and generate a need for yet more exhaust stacks in and around Balmain.
- WestConnex is not a sustainable solution to Sydney's congestion problem. It will have unacceptable impacts on the health and well-being of local communities, such as increasing toxic pollution levels from unfiltered exhaust smoke stacks located near schools and parks, especially in Rozelle.
- The government has not committed to a genuine consultation process - it released this M4-M5 Link proposal just two weeks after submissions closed for comment on the concept design, and only provided an eight week consultation period. This does not allow sufficient time for submissions from the community.

Extra comments

I have read the Department's Privacy Statement and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

I have not made a reportable donation to a political party.

Yours sincerely,

A solid black rectangular box used to redact the signature of the person submitting the document.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

Name: [REDACTED]

Organisation: [REDACTED]

Address: [REDACTED]

Suburb [REDACTED]

Post Code [REDACTED]

Please include my personal information when publishing this submission to your website ☒ Yes ☐ No

Declaration: I have not made any reportable political donations in the last 2 years.

Signed: [REDACTED]

Date 24.9.17.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

- **Air quality - exhaust emissions**

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable.

In particular I object to the Darley Road Civil and Tunnel Construction site because of the impact it will have on health.

In 9.3 'Construction assessment methodology' of the EIS the proponent states that one of the main air pollution and amenity considerations at demolition/construction sites is increased concentrations of airborne particles and NO₂ due to exhaust emissions from on-site diesel-powered vehicles and construction equipment.

In 9.3 the proponent also states that 'Exhaust emissions from on-site plant and site traffic are unlikely to have a significant impact on local air quality, and in the majority of cases they would not need to be quantitatively assessed.'

This assessment is incorrect in the case of the Darley Road Civil and Tunnel Construction site in Leichhardt and the Department of Planning must require the proponent to submit an assessment.

The proponent sets out elsewhere in the EIS its plan to run spoil trucks in and out of the site via Darley Rd/James St.

A full laden truck and dog driving up the steep blind section of Darley Rd/James St will have to use high gears and high revs to get up the hill. This will take longer than for other vehicles because of the size of a truck and dog and the extensive traffic queuing that takes place at the intersection. The proponent anticipates there being a truck every 4 minutes in peak hour which coincides with the peak of foot traffic near the intersection. This means a truck every traffic light cycle. This will create unacceptable concentrations of diesel exhaust in an area used by a lot of pedestrians to get to and from the North Leichhardt light rail stop.

The Darley Road Civil and Tunnel Construction site in Leichhardt should not be allowed to proceed because of the health impacts from diesel exhaust.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment,
GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

| | | | |
|--|------------|--------|-----------|
| Name: | [REDACTED] | | |
| Organisation: | [REDACTED] | | |
| Address: | [REDACTED] | Suburb | Post Code |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. | | | |
| Signed: | [REDACTED] | Date | 24.9.17 |

Impact of MOC1 on local area

I oppose the plan for a water treatment plant and an electrical substation to remain on the site of 7 Darley Rd Leichhardt after tunnel construction is complete.

This Motorway Operations Centre 1 (MOC1) is a completely inappropriate use of a site in a residential area with particular characteristics.

The character of Leichhardt is heavily influenced by the street pattern (predominantly north/south extending from Parramatta Road) and built form. The wide carriageways and regular street pattern combined with the topography and a predominance of single storey detached housing gives Leichhardt a more open character than that of Glebe or Annandale.

The suburb is made up of several distinctive residential neighbourhoods including Excelsior Estate, Helsarmel, Piperston and West Leichhardt.

The subject site is within the Helsarmel Distinctive Neighbourhood that is located on the northwest slope of the Leichhardt/Balmain ridge. The Helsarmel Distinctive Neighbourhood is predominated by low scale detached and semi-detached cottages that demonstrated a variety of architectural styles and building materials. Many of these dwellings are Federation or post-war styles, with scattered examples of Californian bungalows and workers cottages.

The desired future character as set out by Council is to maintain the character of the neighbourhood by keeping development complementary in architectural style, form and materials and preserve the low scale cottage character. The suburb profile allows for contemporary development that is complementary to the streetscape.

The MOC1 proposal for a tunnel water treatment plant and an electrical substation is inconsistent with the character of the neighbourhood. This is a residential neighbourhood and what is proposed will permanently degrade our neighbourhood. MOC1 will be a prominent and unwelcome eyesore.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt and the proposed Motorway Operations Centre 1. The proponent should identify alternative locations for water treatment and a substation including at the alternative dive site locations. The proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

| | | | |
|---|--|--------|-----------|
| Name: | | | |
| Organisation: | | | |
| Address: | | Suburb | Post Code |
| Please include my personal information when publishing this submission to your website Yes / No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. | | | |
| Signed: | | Date | 24.9.17 |

Darley Road Civil and Tunnel Construction - Traffic

I **object** to the Darley Road Civil and Tunnel Construction site at Leichhardt because of the impact it will have on traffic, parking and local residences.

The grounds on which I am objecting were also the grounds for rejecting a previous development on this site, which was only approved by the Land and Environment Court with strict conditions.

On 5 December 2006 the Building & Development Council of Leichhardt Council refused Development Application D/2006/311 in relation to 7 Darley Road, which was an application for alterations and additions to existing building and change of use of existing building for use as a liquor store, cafe/deli and commercial office space, new landscaping and signage. Hundreds of local residents had lodged objections to the DA. One of the grounds on which the application was refused was that the RTA did not support the access arrangements and would not allow right hand turns into the site, which is precisely what the proponent is now proposing.

The following extract from the decision sets out why the RTA objected to the DA:

"The application has proposed a number of traffic management measures along Darley Road, included painted median islands.

The RTA does not support the access arrangements as proposed and has advised that it is likely to create conflicts at the shared entry/exit near Hubert Street. It has been recommended that there be separate entry and exit driveways, with the entry nearest to Charles Street, and the exit at the driveway crossing near Hubert Street.

The RTA has advised that these driveways must be physically restricted with left-in/left-out movements through the provision of 900mm wide concrete median islands, covering the width of each driveway and extend to a distance of 10 metres either side of each driveway crossing. The parking area along the eastern section of the site must also be restricted to left-in/left-out movements.

On the advice the of the RTA, no right-turn into the site is then possible, potentially encouraging west-bound traffic on Darley Road to conduct 'U-turns' at the Charles Street intersection to access the carpark, creating a conflict at that point.

The following points of concern were also raised in the Council's rejection of the bottleshop DA:

"Traffic and parking impact on Darley Road and the surrounding residential street network/ vehicular - pedestrian conflict, especially with school children/ increase noise from traffic movements and truck loading and unloading.

The increase in traffic movements to the site are likely to have an undue acoustic impacts on the dwellings located opposite site, particularly as a result of late-night movements.

The proponent has failed to adequately address the fact that the Darley Road Civil and Tunnel Construction site at Leichhardt will have the same impacts of

- Traffic and parking impact on Darley Road and the surrounding residential street network
- vehicular - pedestrian conflict, especially with school children/
- increase noise from traffic movements and truck loading and unloading.

The proponent has failed to address the fact that the increase in traffic movements to the site are likely to have an undue acoustic impacts on the dwellings located opposite site, particularly as a result of late-night movements. The proponent plans to have workers on site 24 / 7. Late night and out of hours comings and goings by vehicle are to be expected yet the proponent has failed to address the impact of these vehicle movements on local residents.

The site should not be permitted to operate outside of standard constructions hours because of the noise impacts from construction vehicles, delivery vehicles and worker transportation vehicles.

The following Traffic Management deficiencies were also raised in the Council's rejection of the bottleshop DA:


"The proposed Traffic Management works on the Darley Road frontage have a number of deficiencies including:

- (a) Traffic lanes on the southern side of Darley Road would be relocated onto the existing parking lane which is geometrically unsuitable and unsafe for vehicular traffic.
- (b) The proposed kerbside traffic lane on the southern side of Darley Road would conflict with existing stormwater drainage inlet structures. Significant drainage works would be required to address this issue without exacerbating existing flooding problems in this area.
- (c) The access arrangement for the parking area on the western side of the site will create traffic conflict at the shared entry/exit driveway near Hubert Street.
- (d) The application would result in the loss of on-street parking spaces on the southern side of Darley Road.
- (e) The applicant has not sufficiently demonstrated that the traffic management proposal complies with the RTA requirements for works on a State Road.
- (f) The site plans do not adequately address internal vehicle manoeuvring for large trucks accessing the 2 loading docks.
- (g) The application has failed to demonstrate how the existing bicycle lane would be maintained.

The application has failed to demonstrate that the proposal would not have an undue increase in traffic generation along Darley Road and the surrounding residential street network.

- (a) The applicant has not sufficiently demonstrated assumptions made in their report regarding parking demand and traffic generation.
- (b) The traffic generation assumption for passing or redistributed trips is not validated.
- (c) The design does not adequately address the impacts from vehicle queuing in Darley Road."

The same deficiencies are present in the proponent's EIS and the Darley Road Civil and Tunnel Construction site at Leichhardt should be rejected on the same grounds:

- construction trucks travelling on the southern side of Darley Road will force traffic onto the existing parking lane which is geometrically unsuitable and unsafe for vehicular traffic.
 - the construction works will conflict with existing stormwater drainage inlet structures which will exacerbating existing flooding problems in this area.
 - The access arrangement for the site will create traffic conflict at the shared entry/exit driveway near Hubert Street.
 - The application would result in the loss of on-street parking spaces on the southern side of Darley Road.
 - There is no traffic management proposal.
 - The proponent has failed to demonstrate how the existing bicycle lane would be maintained.
 - The proponent has failed to demonstrate that the proposal would not have an undue increase in traffic generation along Darley Road and the surrounding residential street network.
 - The proponent has failed to adequately address the impacts from vehicle queuing in Darley Road."
- 

Council's engineers have advised that the proposed traffic management works on the Darley Street frontage have a number of deficiencies including:

- Traffic lanes on the southern side of Darley Street would be relocated onto the existing parking lane which is geometrically unsuitable and unsafe for vehicular traffic.
- The proposed kerbside traffic lane on the southern side of Darley Street would conflict with existing stormwater drainage inlet structures. Significant drainage works would be required to address this issue without exacerbating existing flooding problems in this area.

Advice from the RTA has also noted the unsuitability of the existing kerbside parking and bicycle lanes for a through lane due to its cross-fall.

The RTA have further advised that the bicycle lane along Darley Road must be retained, and that no objections are raised to the proposed pedestrian refuge, subject to compliance with the relevant Australian standards. "

The RTA also raised objections in relation to traffic that the bottleshop development would generate:

"It is expected that the peak traffic generation periods for the development would be Friday evenings and Saturdays, with Thursday evening also busy. Conflict with the morning peak hour is therefore expected to be limited. It is noted that the traffic surveys were conducted prior to the closure of Moore Street West, Leichhardt.

Anecdotal evidence has suggested that traffic flow has increased on east-west thoroughfares such as Darley Road and Marion Street since the closure.

Traffic generation figures supplied in the traffic report initially submitted to Council were derived strictly from the amount of carparking provided on the site.

The revised traffic generation figures provided as a result of the additional parking provided on the site. It has factored that 35% of traffic to the site are passing trips. It has not accounted for spill-over traffic that cannot be accommodated on the site.

These figures would appear to conflict with statement within the Social Impact Assessment (SIA) that was submitted to the LAB for approval. This document indicates that the 'catchment' for the proposed liquor outlet is considerably larger and it states "In contrast Dan Murphy's OLR's are larger format destination stores designed to appeal to a regional market ..."

It has also been noted that the proposed liquor store alone would expect up to sixty (60) deliveries a week.

The study derives that the likely additional traffic on the local network would be:

- Thursday evening - some 150 vehicles/hour (in + out)
- Friday evening - some 156 vehicles/hour (in + out)
- midday - some 228 vehicles/hour (in + out)

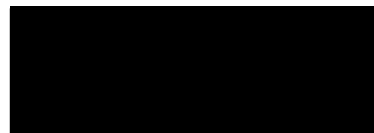
Of particular concern in this regard is that the 'No stopping' restriction required by the RTA for the northern side of Darley Road during the Thursday and Friday evening peaks, which may funnel overflow parking into the surrounding residential streets. Furthermore, the substantial increase in traffic flow at the Saturday peak may result in significant queuing at the City-West intersection as all vehicles are forced to left-turn exiting the site.

On the basis of the above, the proposal is considered unsatisfactory when having regard to traffic and parking impacts."

It is clear that the same traffic impacts raised by the RTA will be a consequence of the Darley Road Civil and Tunnel Construction site at Leichhardt yet the proponent has failed to provide any detail about these impacts or how the proponent will manage these.

The proponent's plan to bring 100 trucks a day into the site will result in significant queuing at the City-West intersection yet the proponent has failed to provide any detail about these impacts or how the proponent will manage these.

The removal of 20 parking spaces Darley Rd and the absence of a worker parking plan will funnel overflow parking into the surrounding residential streets which are already at parking capacity yet the proponent has failed to provide any detail about these impacts or how the proponent will manage these.



Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

| | | | |
|--|--|---------|------------|
| Name: | | | |
| Organisation: | | | |
| Address: | | Suburb: | Post Code: |
| Email: | | | |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. | | | |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Noise impacts

I object to the the Darley Road civil and tunnel site (C4) at Leichhardt because engine noise from the trucks approaching the intersection up the grade would be a constant source of annoyance to residents of Darley Road down to its intersection with Charles Street.

The independent engineer engaged by the Inner West Council Jim Holt also came to this conclusion in his report to the Council. SMC have not recognised this impact in the EIS. They sent a response to the Council as follows:

'Response: Noise from construction traffic using the public road network is assessed under the Roads and Maritime Noise Criteria Guideline (NCG), which documents Roads and Maritime's approach to implementing the Road Noise Policy (RNP). Under the NCG, an initial screening test is carried out to determine whether noise levels would increase by more than two decibels (dBA). This represents an increase in the number of vehicles of approximately 60 per cent due to construction traffic or a temporary reroute due to a road closure. Where increases are 2dBA or less, then further assessment is required as noise level changes would most likely not be perceptible to most people. Where noise levels increase by more than 2dBA (i.e. 2.1 dBA or greater) further assessment is required using criteria presented in the NCG.

Darley Road is currently being used by heavy vehicles and light commercial vehicles (construction, delivery etc) that contribute to background noises. The predicted traffic noise increase (dBA) at the Darley Road site is around 0.5dBA.'

You do not need to be an acoustic engineer to know that truck and dogs are very noisy and that local residents will be impacted greatly, especially those close to where trucks will be accelerating and decelerating. Darley Road, Leichhardt is not currently experiencing 14 truck and dog movements an hour during peak time stated in the EIS and an unknown (but presumably greater) number of truck movements within off peak construction hours. This is a truck movement every 3-4 minutes during peak. Assuming that they will increase truck movements during off peak residents can expect a truck every 2-3 minutes. We do not need a screening test or assessment to tell us that residents will be subjected to extreme levels of truck noise.

SMC's response does not acknowledge this and does not refute Jim Holt's conclusion that residents will be impacted. SMC's response like the proponent's EIS fails to acknowledge the true impact of the Darley Road civil and tunnel site (C4) at Leichhardt.

The resident's of Darley Rd, Francis, Hubert and Charles St have little acoustic protection against the noise of truck engines, exhaust and brakes and non is contemplated in the EIS.

I object to the Darley Road civil and tunnel site (C4) at Leichhardt because the truck noise impacts for residents will be too great for the extended period of construction involved and the Darley Road civil and tunnel site (C4) at Leichhardt should be rejected on this basis.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment,
GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

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|--|--|--------|-----------|
| Name: | | | |
| Organisation: | | | |
| Address: | | Suburb | Post Code |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / <input type="radio"/> No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. | | | |
| Signed: | | Date | |

• **Traffic and transport - spoil haulage routes**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to route identification and scheduling of transport movements, particularly outside standard construction hours.

The proponent only provides details of light and heavy vehicle volumes predicted to arrive and depart from construction ancillary facilities like the Civil and Tunnel Construction site at Darley Road Leichhardt *during a typical AM peak hour, PM peak hour and daily period*. This is an insufficient amount of information about the impacts. It does not make it clear what the impacts will be during the course of the project. It does not make it clear what the impacts will be during non typical hours and during non peak hours.

I am concerned that the proponent is understating the impact of vehicle volumes by only providing information on typical AM peak hour, PM peak hour and daily period. What is typical is a subjective assessment. Leichhardt might end up with greater vehicle volumes and greater impacts because the EIS has been approved on the basis of typical AM peak hour, PM peak hour and daily period.

The proponent and its agent Sydney Motorway Corporation are already undertaking identical operations at other tunnelling locations for Stages 1 and 2 of WestConnex and should be able to provide more detail about what the vehicle volumes will be at each stage of the project.

The proponent should be in a position to provide more than just typical volumes and more than just peak hour volumes. The proponent should know how many vehicles will be arriving and departing from the site on an hourly basis at the various stages of the project. The proponent should describe what a typical day would look like hour by hour in terms of vehicle arrivals and departures at specific points in the project. The proponent should describe what a non-typical day would look like and what might cause a non-typical day to occur.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to provide sufficient detail about vehicle volumes to enable a meaningful assessment of the impacts.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which will allow spoil haulage directly onto the City West Link and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Anna Gertsen (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Anna Gertsen"

Sent: Wednesday, 30 August 2017 2:21 PM

Subject: Submission Details for Anna Gertsen (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Anna Gertsen

Address:

Rozelle, NSW
2039

Content:

I object to Toelle St, Rozelle being left open for general traffic from Victoria Rd to King George Park for the following reasons and propose alternate solutions:

With the closing of Clubb St, Toelle St will become the main street access to both Clubb St and King George Park, increasing traffic significantly.

Toelle St is not wide enough to support 2-way traffic with residents parking on each side of the street.

I propose 2 solutions.

1. Close Toelle St for general traffic at Victoria Rd, with emergency vehicle access to the power plant in Manning St via vertical removable bollards at the Victoria Rd end of Toelle St (or via the general access mentioned next). General access to King George Park to be via Waterfront Dr in the old Rozelle Hospital grounds. A new access road would need to be built parallel to the walking track from Waterfront Dr to Byrnes St. Access to Byrnes, Clubb, & Toelle St to be via either Callan St, Springside St or McCleer St (NB, the one way will need to be removed in McCleer St).

2. Toelle St to remain open, but be one way only - in the direction of Victoria Rd to Manning St.

[REDACTED]
Submission: Online Submission from Anna Gertsen (object)

https://majorprojects.accelo.com/?action=view_activity&id=221928

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sarah Jacobs (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Sarah Jacobs"

Sent: Tuesday, 29 August 2017 8:43 PM

[REDACTED]
Subject: Submission Details for Sarah Jacobs (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sarah Jacobs
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:
Please give details of truck routes to and from the spoil management sites mentioned in

Table 8-41 Potential spoil management sites

[REDACTED]
Submission: Online Submission from Sarah Jacobs (object)
https://majorprojects.accelo.com/?action=view_activity&id=221800

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sarah Jacobs (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Sarah Jacobs"

Sent: Tuesday, 29 August 2017 9:06 PM

Subject: Submission Details for Sarah Jacobs (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sarah Jacobs
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:

In response to the following statement in Appendices L-N, please provide evidence of the veracity of this statement. If there is no evidence, then it should be withdrawn, as it is subjective.

"Along Victoria Road, from Darling Street to the foreshore some of the buildings stand vacant and are deteriorating in their appearance, discouraging pedestrian activity."

[REDACTED]
Submission: Online Submission from Sarah Jacobs (object)
https://majorprojects.accelo.com/?action=view_activity&id=221808

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sarah Jacobs (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Sarah Jacobs"

Sent: Tuesday, 29 August 2017 9:25 PM

Subject: Submission Details for Sarah Jacobs (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sarah Jacobs

Address:

Rozelle, NSW
2039

Content:

With respect to the following paragraph:

"With only one signalled crossing of Victoria Road between Darling Street and Terry Street there is an opportunity to improve the quality of connectivity. While the foreshore supports active pedestrian and cycling activity, movement across and along Victoria Road is disrupted by poor connectivity and amenity."

What are the proposals to improve connectivity?

Will the signalled crossing at Terry St remain?

Will there be a footbridge over or underpass Victoria Road between Terry St and Darling St?

Will the trees that were ripped out on Victoria Road when the bus lanes were installed be replanted?

[REDACTED]
Submission: Online Submission from Sarah Jacobs (object)

https://majorprojects.accelo.com/?action=view_activity&id=221812

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sarah Jacobs (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Sarah Jacobs"

Sent: Tuesday, 29 August 2017 8:15 PM

Subject: Submission Details for Sarah Jacobs (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sarah Jacobs

Address:

Rozelle, NSW
2039

Content:

In response to the following paragraph:

In addition, a small section of land currently used for public recreation within King George Park (immediately south of the eastern Iron Cove Bridge approach) would be used temporarily during construction. A portion of this land would then be permanently occupied for transport infrastructure purposes (including carriageways and pedestrian and cyclist paths) during operation. The remaining project land not required for operation would be rehabilitated and returned for use for public recreation purposes. This change would have a negligible permanent impact on recreational users as the land that would be occupied is at the periphery of the park and comprised predominantly of landscaping and an embankment. In addition, new landscaped areas to be provided on the southern side of Victoria Road to the east of this location would offset this loss.

Please could you provide a diagram of the areas of land referred to? I am unable to respond effectively without a reference to a diagram.

[REDACTED]
Submission: Online Submission from Sarah Jacobs (object)

https://majorprojects.accelo.com/?action=view_activity&id=221794

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sara Jacobs (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Sara Jacobs"

Sent: Tuesday, 29 August 2017 8:12 PM

Subject: Submission Details for Sara Jacobs (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sara Jacobs

Address:

Rozelle, NSW
2039

Content:

In response to this paragraph:

"The concept plan for the urban design and landscaping outcome around the Iron Cove Link portals and entry and exit ramps along Victoria Road would be further refined during detailed design and would have regard to identifying opportunities to deliver outcomes that support and connect existing neighbourhoods, complement and stimulate local economies and provide opportunities for growth across existing and future local industries along and around Victoria Road at Rozelle."

Please could you provide examples of how the residual land could be used to provide opportunities for growth across existing and future local industries along and around Victoria Road.

Does the aforementioned paragraph mean that the residual land could be potentially rezoned for industrial purposes rather than leisure activities? if so, is this in response to public back lash from 4 unfiltered ventilation shafts being placed in public open spaces?

[REDACTED]
Submission: Online Submission from Sara Jacobs (object)

https://majorprojects.accelo.com/?action=view_activity&id=221792

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sarah Jacobs (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Sarah Jacobs"

Sent: Tuesday, 29 August 2017 8:06 PM

Subject: Submission Details for Sarah Jacobs (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sarah Jacobs
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:

What % of residual land mentioned in the paragraph below will be for the subsequent provision of urban design and landscaping of land and what % is required for transport infrastructure?

Please provide a map of the sections of residual land that will be provided for urban design and landscaping of land and the sections that will be reserved for future transport infrastructure?

This information must be made public before the consultation period ends.

"The predominant change in land use at this site would be from residential and commercial to transport infrastructure and open space and/or community facilities. This change is associated with the acquisition of properties south of Victoria Road to accommodate road widening and the Iron Cove Link motorway operations complex (MOC4), including the Iron Cove Link ventilation facility, and the subsequent provision of urban design and landscaping of land not required for transport infrastructure."

[REDACTED]
Submission: Online Submission from Sarah Jacobs (object)
https://majorprojects.accelo.com/?action=view_activity&id=221790

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sarah Jacobs (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Sarah Jacobs"

Sent: Tuesday, 29 August 2017 4:45 PM

[REDACTED]
Subject: Submission Details for Sarah Jacobs (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sarah Jacobs
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:

Please clarify and provide more detail for the following statement:

Subject to future detailed design and the requirements of the project, parts of the project footprint not required for operational infrastructure and/or landscaping may be contemplated for separate future redevelopment. In some instances, areas of land may also be retained by Roads and Maritime for future (separate) road infrastructure projects. Where this is the case, the land would be rehabilitated and stabilised in preparation for the potential future use. This land is identified as remaining project land.

Which land will be retained, and which land will be landscaped?

[REDACTED]
Submission: Online Submission from Sarah Jacobs (object)
https://majorprojects.accelo.com/?action=view_activity&id=221772

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sarah Jacobs (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Sarah Jacobs"

Sent: Tuesday, 29 August 2017 9:16 PM

Subject: Submission Details for Sarah Jacobs (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sarah Jacobs

Address:

Rozelle, NSW
2039

Content:

With respect to p38 10. M4-M5 EIS_Vol 2F_Appendices L-N.pdf
the key describes 'unpleasant / restricted viewshed'

- 'Unpleasant' is a subjective term. Who has determined that this view is unpleasant. Please provide evidence of a survey that was undertaken to determine this. If none can be provided, this term should be withdrawn.

- What is the purpose of this diagram? Is WestConnex going to improve the view shed of Victoria Road? If so, how is this going to be achieved? How will the ventilation shaft for the Iron Cove Link improve the view shed of Victoria Road?

Submission: Online Submission from Sarah Jacobs (object)
https://majorprojects.accelo.com/?action=view_activity&id=221810

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sarah Jacobs (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Sarah Jacobs"

Sent: Tuesday, 29 August 2017 9:29 PM

Subject: Submission Details for Sarah Jacobs (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sarah Jacobs
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:
With respect to the following paragraph:

"The surrounding area contains a heritage conservation zone to the north of Victoria Road, heritage items and green space subject to State and local heritage status. There may be opportunity to draw on the rich heritage of the area and interpret it within the public domain."

Given that the project is demolishing 26 residences on Victoria Rd, many of them heritage, thereby destroying the heritage of Victoria Road, and stating that the RMS would keep an unknown proportion of that area for future infrastructure projects, please give details of opportunities of how the project would commit to drawing on the rich heritage of the area and interpret it within the public domain or withdraw the statement.

[REDACTED]
Submission: Online Submission from Sarah Jacobs (object)
https://majorprojects.accelo.com/?action=view_activity&id=221814

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Sarah Jacobs (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Sarah Jacobs"

Sent: Tuesday, 29 August 2017 8:39 PM

Subject: Submission Details for Sarah Jacobs (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sarah Jacobs

Address:

Rozelle, NSW
2039

Content:

With respect to the following table, please provide more information to explain what the grading system A to F actually represents.

Table 8-20 presents the modelled AM and PM peak hour LoS for key intersections in the existing situation at Rozelle. The intersection performance analysis demonstrates several intersections along Victoria Road at Rozelle experience poor levels of service during the PM peak hour. The poor level of service indicates that the intersections are at or close to capacity.

Table 8-20 Rozelle interchange: key intersection performance (LOS) - 2015 AM and PM peak hour

Key intersections AM peak hour PM peak hour

Victoria Road/Lyons Road D D

Victoria Road/Wellington Street D B

Victoria Road/Darling Street F F

Victoria Road/Robert Street D F

Victoria Road/The Crescent B F

The Crescent/James Craig Road A B

City West Link/The Crescent B D

The Crescent/Johnston Street C F

[REDACTED]
Submission: Online Submission from Sarah Jacobs (object)

https://majorprojects.accelo.com/?action=view_activity&id=221798

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: Sarah Jacobs <campaigns@good.do>
Sent: Tuesday, 29 August 2017 9:39 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7486

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 16_7486

Submission to WestConnex New M4/M5 EIS

I strongly object to M4/M5 toll road and the entire WestConnex of which it is a part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

With respect to the following paragraph:

“The surrounding area contains a heritage conservation zone to the north of Victoria Road, heritage items and green space subject to State and local heritage status. There may be opportunity to draw on the rich heritage of the area and interpret it within the public domain.”

Given that the project is demolishing 26 residences on Victoria Road, several of them heritage, thereby destroying the heritage of Victoria Road, and stating that the RMS would keep an unknown proportion of that area for future infrastructure projects, please give details of opportunities of how the project would commit to drawing on the rich heritage of the area and interpret it within the public domain or withdraw the statement.

The EIS admits to being little more than a concept design. NSW Planning should not approve a project which has hundreds of uncertainties and risks which are yet to be resolved. I am disturbed that three layers of tunnels under homes in Rozelle would even be considered without a clear and transparent construction plan.

I call on NSW Planning to reject this EIS and advise the Minister for Planning to call for a halt and transparent review of WestConnex and this deeply flawed planning process.

Yours sincerely, Sarah Jacobs 34 Nelson St, Rozelle NSW 2039, Australia

_____ This email was sent by Sarah Jacobs via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Sarah provided an email address (sarahjacobs22@hotmail.com) which we included in the REPLY-TO field.

Please reply to Sarah Jacobs at sarahjacobs22@hotmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: Sarah Jacobs <campaigns@good.do>
Sent: Friday, 1 September 2017 11:31 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I strongly object to M4/M5 toll road and the entire WestConnex of which it is a part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

In response to the following statement in Appendices L-N, please provide evidence of the veracity of this statement. If there is no evidence that pedestrian activity is discouraged, then it should be withdrawn, as it is subjective. "Along Victoria Road, from Darling Street to the foreshore some of the buildings stand vacant and are deteriorating in their appearance, discouraging pedestrian activity."

I call on NSW Planning to reject this EIS and advise the Minister for Planning to call for a halt and transparent review of WestConnex and this deeply flawed planning process.

Yours sincerely, Sarah Jacobs 34 Nelson St, Rozelle NSW 2039, Australia

_____ This email was sent by Sarah Jacobs via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Sarah provided an email address (sarahjacobs22@hotmail.com) which we included in the REPLY-TO field.

Please reply to Sarah Jacobs at sarahjacobs22@hotmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: Sarah Jacobs <campaigns@good.do>
Sent: Friday, 1 September 2017 11:34 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I strongly object to M4/M5 toll road and the entire WestConnex of which it is a part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

With respect to p38 10. M4-M5 EIS_Vol 2F_Appendices L-N.pdf the key describes 'unpleasant / restricted viewshed'

- 'Unpleasant' is a subjective term. Who has determined that this view is unpleasant? Please provide evidence of a survey that was undertaken to determine this. If none can be provided, this term should be withdrawn.
- What is the purpose of this diagram? Is WestConnex going to improve the view shed of Victoria Road? If so, how is this going to be achieved? What funding will be provided? How will the ventilation shaft for the Iron Cove Link improve the view shed of Victoria Road?

Will the trees that used to grow along the centre of Victoria Road be replanted?

I call on NSW Planning to reject this EIS and advise the Minister for Planning to call for a halt and transparent review of WestConnex and this deeply flawed planning process.

Yours sincerely, Sarah Jacobs 34 Nelson St, Rozelle NSW 2039, Australia

_____ This email was sent by Sarah Jacobs via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Sarah provided an email address (sarahjacobs22@hotmail.com) which we included in the REPLY-TO field.

Please reply to Sarah Jacobs at sarahjacobs22@hotmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: Sarah Jacobs <campaigns@good.do>
Sent: Friday, 1 September 2017 11:35 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I strongly object to M4/M5 toll road and the entire WestConnex of which it is a part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

With respect to the following paragraph: "With only one signalled crossing of Victoria Road between Darling Street and Terry Street there is an opportunity to improve the quality of connectivity. While the foreshore supports active pedestrian and cycling activity, movement across and along Victoria Road is disrupted by poor connectivity and amenity." What are the proposals to improve connectivity? Will the signalled crossing at Terry St remain? Will there be a footbridge over or underpass Victoria Road between Terry St and Darling St? I call on NSW Planning to reject this EIS and advise the Minister for Planning to call for a halt and transparent review of WestConnex and this deeply flawed planning process.

Yours sincerely, Sarah Jacobs 34 Nelson St, Rozelle NSW 2039, Australia

_____ This email was sent by Sarah Jacobs via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Sarah provided an email address (sarahjacobs22@hotmail.com) which we included in the REPLY-TO field.

Please reply to Sarah Jacobs at sarahjacobs22@hotmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: Sarah Jacobs <campaigns@good.do>
Sent: Friday, 1 September 2017 11:36 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I strongly object to M4/M5 toll road and the entire WestConnex of which it is a part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

With respect to the following paragraph: "The surrounding area contains a heritage conservation zone to the north of Victoria Road, heritage items and green space subject to State and local heritage status. There may be opportunity to draw on the rich heritage of the area and interpret it within the public domain."

Given that the project is demolishing 26 residences on Victoria Rd, many of them heritage, thereby destroying the heritage of Victoria Road, and stating that the RMS would keep an unknown proportion of that area for future infrastructure projects, please give details of opportunities of how the project would commit to drawing on the rich heritage of the area and interpret it within the public domain or withdraw the statement.

I call on NSW Planning to reject this EIS and advise the Minister for Planning to call for a halt and transparent review of WestConnex and this deeply flawed planning process.

Yours sincerely, Sarah Jacobs 34 Nelson St, Rozelle NSW 2039, Australia

_____ This email was sent by Sarah Jacobs via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Sarah provided an email address (sarahjacobs22@hotmail.com) which we included in the REPLY-TO field.

Please reply to Sarah Jacobs at sarahjacobs22@hotmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: Sarah Jacobs <campaigns@good.do>
Sent: Friday, 1 September 2017 11:30 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I strongly object to M4/M5 toll road and the entire WestConnex of which it is a part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

12.3.1 Remaining project land Subject to future detailed design and the requirements of the project, parts of the project footprint not required for operational infrastructure and/or landscaping may be contemplated for separate future redevelopment. In some instances, areas of land may also be retained by Roads and Maritime for future (separate) road infrastructure projects. Where this is the case, the land would be rehabilitated and stabilised in preparation for the potential future use. This land is identified as remaining project land. Remaining project land would be subject to the provisions of a Residual Land Management Plan that would be prepared in consultation with the relevant council and would identify (and consider), but not be limited to:

- Identification and illustration of all remaining project land, including the location, land use characteristics, size and adjacent land uses
- Identification of feasible uses for remaining project land including justification for the selected use
- Timeframes for implementation of the actions in relation to the identified feasible uses.

Future development would be subject to separate development assessment and approval. The project would not rezone or consolidate remaining project land and therefore there would be no changes to land use zoning for future development. Submission 2 What % of residual land mentioned in the paragraph below will be for the subsequent provision of urban design and landscaping of land and what % is required for transport infrastructure? Please provide a map of the sections of residual land that will be provided for urban design and landscaping of land and the sections that will be reserved for future transport infrastructure? This information must be made public before the consultation period ends. "The predominant change in land use at this site would be from residential and commercial to transport infrastructure and open space and/or community facilities. This change is associated with the acquisition of properties south of Victoria Road to accommodate road widening and the Iron Cove Link motorway operations complex (MOC4), including the Iron Cove Link ventilation facility, and the subsequent provision of urban design and landscaping of land not required for transport infrastructure.

I call on NSW Planning to reject this EIS and advise the Minister for Planning to call for a halt and transparent review of WestConnex and this deeply flawed planning process.

Yours sincerely, Sarah Jacobs 34 Nelson St, Rozelle NSW 2039, Australia

_____ This email was sent by Sarah Jacobs via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Sarah provided an email address (sarahjacobs22@hotmail.com) which we included in the REPLY-TO field.

Please reply to Sarah Jacobs at sarahjacobs22@hotmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: Sarah Jacobs <campaigns@good.do>
Sent: Friday, 1 September 2017 11:28 AM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7486

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 16_7486

Submission to WestConnex New M4/M5 EIS

I strongly object to M4/M5 toll road and the entire WestConnex of which it is a part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

The EIS data for sensitive receptors does not present a sufficiently comprehensive view of the impact on health as it only includes asthma ED admissions, mortality:respiratory (all ages) and mortality all causes (ages 30+) when other diseases such as heart disease is proven to be caused by air pollution as well as other factors, and the measurement mortality all causes (ages 30+) is irrelevant to most of the sensitive receptors as they are school children and won't be ages 30+ by 2023 or even by 2033.

WestConnex is the wrong solution at the wrong time for Sydney. It is a shocking waste of resources that will not solve traffic congestion in Sydney. Indeed in many places it will make it worse.

I have watched appalling environmental and social impacts unfold after your Department approved the M4East and New M5 projects. Hundreds of homes and thousands of trees have been destroyed. Residents left behind have confronted severe impacts of noise, dust and odours that were underestimated or ignored in the previous EIS. The communities of Haberfield and St Peters should not be subjected to further five years of devastation and distress.

I am concerned that engineering firm AECOM that was responsible for these other EIS and that has a poor record with estimating traffic for tollroads is again responsible for this EIS.

The EIS isn't much more than a concept design. NSW Department of Planning & Environment should not approve a project which has hundreds of uncertainties and risks which are yet to be resolved. I am disturbed that three layers of tunnels under homes in Rozelle would even be considered without a clear and transparent construction plan.

I call on you to reject this EIS and advise the Minister for Planning to call for a halt and transparent review of WestConnex and this deeply flawed planning process.

Yours sincerely, Sarah Jacobs 34 Nelson St, Rozelle NSW 2039, Australia

_____ This email was sent by Sarah Jacobs via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Sarah provided an email address (sarahjacobs22@hotmail.com) which we included in the REPLY-TO field.

Please reply to Sarah Jacobs at sarahjacobs22@hotmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: [REDACTED]
Sent: Mon, 9 Oct 2017 11:17:28 +0000
To: [REDACTED]
Subject: FW: Submission Details for Sarah Jacobs (object)

From: system@acelo.com On Behalf Of Sarah Jacobs
Sent: Monday, 9 October 2017 10:12:57 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Sarah Jacobs (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sarah Jacobs
 [REDACTED]

Address:
 [REDACTED]

Rozelle, NSW
 2039

Content:

* Air quality should be monitored at Rozelle Public school before, during and after construction due to it being a sensitive receptor with a ventilation shaft being built 200m away, and 3 others in Rozelle

* All ventilation shafts proposed for Rozelle, Lilyfield etc must be filtered for PM2.5

* Lots of vegetation is required near busy roads and ventilation shafts to provide a green barrier to absorb air pollution, but we don't want parks next to the tunnel entrances as we don't want to breathe in all the pollution,

* I am worried about the excessive noise, dust and vibration during four to five years of construction works, near Rozelle Public school and the effect this will have on my children's learning, mental health and physical health. The EIS inadequately covers this as it only mentions morbidity for over 30 year olds, and asthma

* I am concerned that tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week, with only a few hours of respite, close to Rozelle Public school and my home will be detrimental to my children's health, and is not currently being adequately addressed in Haberfield and St Peters, with residents being offered cinema tickets as if it's a minor inconvenience.

* Construction work is so close to schools and day care centres, as children are more susceptible to negative impacts such as learning impairments, heart and lung disease, but this isn't adequately addressed in the EIS.

* The EIS isn't the final design and that subcontractors can change the design without any community consultation or approval,

- * I am concerned that the residual space meant for public parks might be kept by the RMS for future infrastructure projects with no community consultation,
- * I'd like to request that the impact of construction on children's physical health, stress levels, and the impact on those with pre-existing respiratory conditions is minimised or eliminated,
- * I request that you ensure children living within 500m of construction are able to receive full nights' of sleep, as lack of sleep leads to tiredness and proven difficulty learning,
- * Footbridges/underpasses across Victoria Road to Darling Street and to Terry Street are needed during construction,
- * Provision of air-conditioning for all homes, businesses, schools and day care centres within 500m of construction, so windows can be kept shut to avoid construction noise and air pollution,
- * Please provide a traffic plan to maximise our children's health and safety and ability to walk to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park, and the School swim carnival at Drummoyne pool,
- * Please provide details of the impacts on bus routes and stops, and cycle paths and footpaths within 500m of construction, including but not limited to Victoria Road during construction and operation,

IP Address: [REDACTED]

Submission: Online Submission from Sarah Jacobs (object)

https://majorprojects.accelo.com/?action=view_activity&id=226607

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

[REDACTED]

From: [REDACTED]
Sent: Friday, 13 October 2017 11:00 AM
To: [REDACTED]
Subject: FW: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

From: Sarah Jacobs [mailto:campaigns@good.do]
Sent: Thursday, 12 October 2017 8:05 PM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

I object to the Darley st dive site as it will cost taxpayers \$50m to use and is inappropriate as it's next to a really busy road

_____ This email was sent by Sarah Jacobs via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Sarah provided an email address (sarahjacobs22@hotmail.com) which we included in the REPLY-TO field.

Please reply to Sarah Jacobs at sarahjacobs22@hotmail.com.

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▪

From:
Sent:
To:
Subject:
Attachments:



From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** [REDACTED]
Sent: Tuesday, 29 August 2017 6:42 PM

Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:
refer to attached PDF



https://majorprojects.accelo.com/?action=view_activity&id=221778

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

I do not support the WestConnex as a concept **nor do I support** the M4 and M5 link. My objection is based on many point and chiefly the following:

- The M4 and M5 link **EIS was put out just days after so called public consultation** where no heed had been taken of any adjustments or stoppage to the EIS. It plainly shows complete contempt for the public as this wasteful and criminal project is rushed forward and onwards.
- The WestConnex is **Australia's if not the world's most expensive road**. From its initial estimate of 10 billion it has blown out to over 17 billion and it will get worse. The government has not put one penny of savings towards this as it has sold down state assets and scammed money without a competent plan from a willing Federal government. The cost of this road and its various arms is estimated more than 50 billion dollars by the time the madness stops (or at least slows down). There is so much more the public's money can be better spent on with massive savings to boost which will benefit the entire NSW state as more money can go towards rural areas that desperately need services including medical, social and more.
- The Westconnex should have been examined **in its entirety before anything was commenced**. That way it would have been seen for what it is by everybody not just those initially affected. By putting out EIS in sections and several months apart with an enormous amount of reading each time the government had many people of having a genuine say about the earlier sections that may not have affect them until now.
- It's clear this government has been **negligent in its duty** to responsibly explore other options to value add to the state its people and the environment not developers pockets. The good thing is that it's not too late to stop the WestConnex and make public transport a priority using portals already made.
- **Traffic on local roads will increase** meaning parking stresses will increase. Whilst WestConnex boasts free flowing traffic on local roads this can only be achieved with removal or tweaking of parking zones time limits. A flow on effect such as King St Newtown will force drivers to compete with residents for parking in back streets.
- **WestConnex is not the answer to the so called 'transport woes'** and certainly not the solution for future of Sydney or Australian. It is a deplorable result that will severely impact the people, the environment and this state for years to come. Above all the WestConnex concept with its layers of mystery merely proves that the NSW and Federal Governments shun their noses at the public and their concerns in order to sneak through inefficient and unethical projects in a secretive manner.
- **The destruction of people's lives, our neighbourhoods, and the environment** is gravely concerning as the place turns into a cesspool of concrete and no backyards. It's akin to an assault on this city of a grievous nature and the assailant gets off scot free.
- From day one the WestConnex and its ill planned stages has been **rushed through without genuine or caring public consultation or** responsible thought towards the environment. It was a deliberate action and in doing so the government has misrepresented many statistics and misinformed the public (which is well documented). As such it has denied the public of a fair go.
- The government aims to toll Sydney's public road users like never before. The Westconnex is just the beginning.
- The government **keeps divesting all responsibility** of the Westconnex to private authorities (using public money) private contractors (and in the future Toll operators). It means there also less responsibility taken by the government for bad actions taken by those down the feed line. Less notice is taken of the EIS requirements and of any public concerns to the point where there are none whatsoever as exhibited in the noise works and rotten smells that evaded St Peters where the residents were given ear plugs to solve the problem, what an insult. Other examples include the destruction of an Ibis colony on the M4 widening and damage to the

habitat of the Green and Golden Bell Frog at Arncliffe. It is laughable that this government thinks that it is even taking notice of public's concerns or complaints when this is the result. The government and its agencies have totally abandoned the public to the tides of muck they have dropped on us. So abandoned are we that the public are the only ones responsible for monitoring and reporting (ironically to those agencies that have abandoned us) the wrongs this road has brought on this city with pathetic and inept investigations.

- **Pollution** – The vehicle emissions stacks will not be filtered. They should be. At an estimated cost of cleaning the filter system of around 800,000 per stack per year it's certainly a cost burden that would impact toll operator's profits and something the government will find a hard sell. The government would rather downplay the dangers to the public and allow concentrated pollutants spew over our suburbs and schools in increased concentrations. These stacks will be everywhere in the inner west and soon to the north shore.
- **Public anguish** –our environment, our wildlife bulldozed and our air trashed, homes confiscated and demolished, people still living next construction sites 24/7 noise and vibrations and odours from ground released gasses and diesel fumes. The government is not listening and frustratingly continues to make laughable excuses as to why WestConnex is a good thing for the people. There will be a continuation of this with a government bulldozing ahead without care for what destruction it causes. This is not what a good and responsible government does.

Public transport instead of the WestConnex must be examined more fully and transparently by this government. There is no justification for the rampant destruction WestConnex has caused and will cause if the M4 and M5 link is approved.

Regards

[REDACTED]

From:
Sent:
To:
Subject:



From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** [REDACTED]

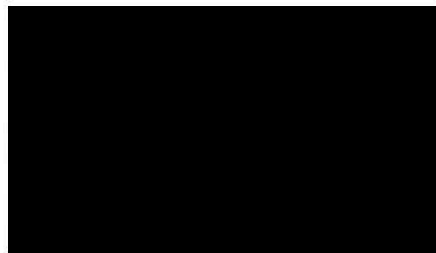
Sent: Wednesday, 30 August 2017 11:12 AM

Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:

I am a resident of Hubert Street in close proximity to the proposed dive site at 7 Darley Road. Like many other families in Hubert Street and surrounding streets, we have 3 children that regularly access the Light Rail station, Blackmore Oval, Leichhardt Park & Aquatic Centre, Hawthorn Canal reserve and The Bay Run. To access these locations, they need to cross Darley Road at either the new traffic lights opposite Dan Murphy's or at the main intersection at James Street and City West Link. The proposed number of truck movements will make these already dangerous options (despite traffic lights) far more dangerous. The experience in Haberfield is that truck drivers will regularly ignore the rules and access local streets and regularly exceed speed limits.

The increased traffic caused by the truck movements will lead to unacceptable levels of rat running through streets such as Hubert Street, Charles Street, William Street again increasing the risk to all pedestrians in the area.

I restate the matters raised in items 37-49 in the submission by Leichhardt Against Westconnex.



https://majorprojects.accelo.com/?action=view_activity&id=221883

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

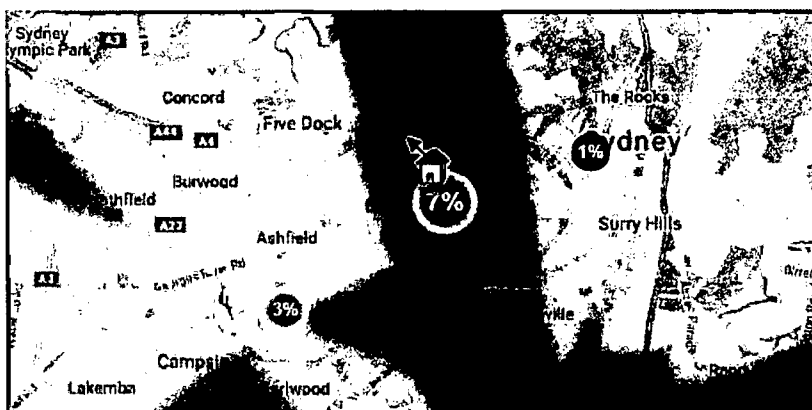
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I **object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Cumulative impacts of aircraft emissions and spoil truck emissions

- I **object** to the EIS because the proponent has failed to take account of the cumulative impact of emissions from spoil truck vehicles from it proposed Darley Road, Leichhardt civil and tunnel site operations and emissions from aircraft to which residents near the site are already exposed.

The attached extract from Webtrak shows that Darley Road, Leichhardt and adjacent streets are directly under the flight path.



Airplane exhaust, like car exhaust, contains a variety of air pollutants, including sulfur dioxide and nitrogen oxides. Many of these particles of pollution are tiny, about a hundred millionths of an inch wide, or smaller than the width of a human hair. So-called particulate matter that's especially small is the main culprit in human health effects, especially since the particulates can become wedged deep in the lung and possibly enter the bloodstream, scientists say.

Exposure to loud noise from living under a flight path over a long period of time may increase the risk of developing high blood pressure or having a stroke, a 2013 study by researchers at the University of Athens suggests.

Researchers examined data from 420 people living near busy Athens International Airport in Greece and found living with high noise levels from aircraft, especially at night, was associated with high blood pressure.

Every additional 10 decibels of night-time aircraft noise appeared to result in a 69 per cent increased risk of high blood pressure, also known as hypertension.

The researchers at the University of Athens found that around half the participants (just under 45 per cent) were exposed to more than 55 decibels of daytime aircraft noise, while around one in four (just over 27 per cent) were exposed to more than 45 decibels of night-time aircraft noise.

Only around one in 10 (11 per cent) were exposed to significant road traffic noise of more than 55 decibels.

Between 2004-6 and 2013, 71 people were newly diagnosed with high blood pressure and 44 were diagnosed with heart flutter (cardiac arrhythmia), while a further 18 had a heart attack, the researchers found.

I **object** to the plan for a construction site on Darley Rd because in addition to the existing aircraft emissions and noise experienced by people living near the site, this will mean an additional cumulative impact of spoil truck diesel exhaust emissions and noise every 4 minutes in peak hour based on number of truck movements per hour and in excess of every 4 minutes per hour in non peak permitted construction hours. This will give rise to increased health risks from noise and air pollution which research suggest will cause increased blood pressure and risk of stroke.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

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Application name - WestConnex M4-M5 Link

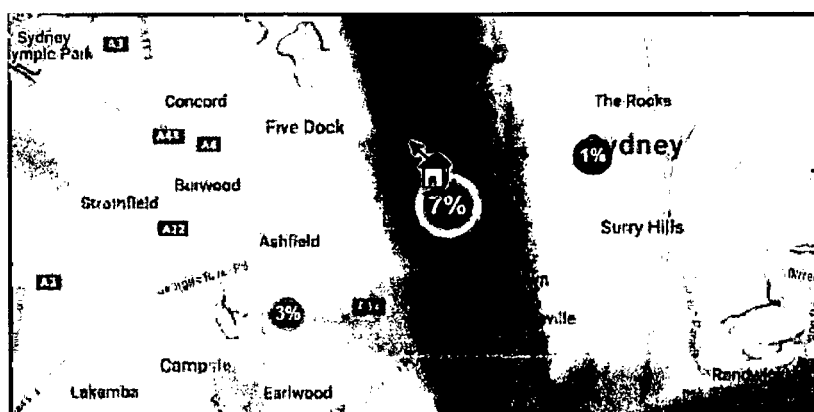
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to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Cumulative impacts of aircraft noise and construction noise

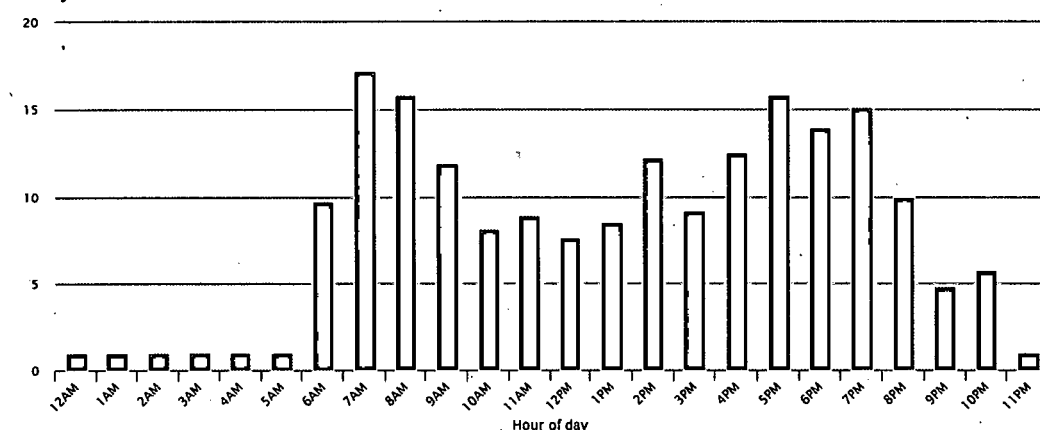
- I object to the EIS because the proponent has failed to take account of the cumulative impact of its proposed Darley Road, Leichhardt civil and tunnel site operations and the aircraft noise which the residents near the site already endure.

The attached extract from Webtrak shows that Darley Road, Leichhardt and adjacent streets are directly under the flight path.



Airservices Australia reports that in April to June 2017 the number of average daily noise events over 70 dBA. In Leichhardt this is an average of 16- 17 per hour over the peak morning period and 16 per hour in the early evening peak period.

Hourly distribution of noise events above 70dBA



I object to the plan for a construction site on Darley Rd because this will mean an additional cumulative impact of spoil truck diesel engine, exhaust and potentially air brake noise every 4 minutes in peak hour based on number of truck movements per hour and in excess of every 4 minutes per hour in non peak permitted construction hours.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

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I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Pedestrian and cyclist movements

- I object** to the EIS because it fails to describe the temporary changes to Darley Road, Leichhardt to enable access to and from the ancillary facility that would likely be required in relation to the Darley Rd site and instead allows for the final plan to be decided by the contractor.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4) that:

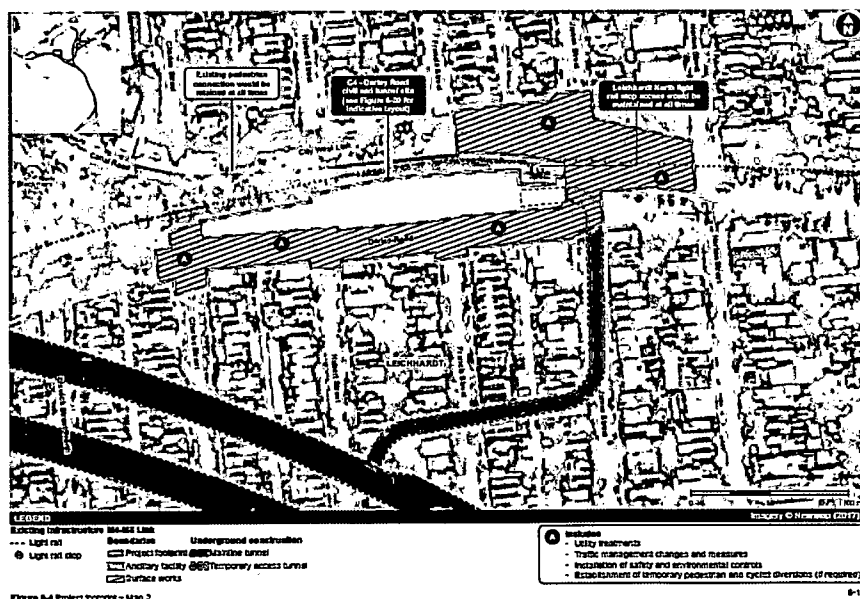
'Temporary changes to Darley Road to enable access to and from the ancillary facility would likely be required. These may include changes to line marking to provide a temporary turning lane for construction traffic and temporary diversions to the pedestrian path on the northern side of Darley Road. These would be confirmed during detailed design following the appointment of a design and construction contractor and in consideration of the safety and function of the road network, maintaining access to the Leichhardt North light rail stop and providing for continued pedestrian and cyclist movement.'

It is not clear how continued access, pedestrian and cyclist movement will be preserved and I am concerned that the impacts have not been correctly identified and assessed by the proponent.

I object to the fact that I am denied the opportunity to assess the impacts of all options. **I object** to the fact that I will have no right or opportunity to have input into detailed design following the appointment of a design and construction contractor.

Light rail access

- I object** to the EIS because it does not guarantee that the existing access to the Leichhardt North light rail stop would be maintained at all times. Fig 6-4 indicates that only the eastern access will be maintained. This greatly disadvantages the elderly and disabled who have to walk up a steep hill to the eastern access. If the proponent cannot guarantee access to the Leichhardt North light rail stop from the existing entry points or from points that are accessible to all then the Darley Road, Leichhardt construction site should be abandoned. The proponent should be directed to find a site where its operations will not impact on users of the Light Rail.



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Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

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I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI-7485 for the reason(s) set out below.

Truck routes

- I object** to the EIS because it suggests that no local roads would be used by heavy vehicles during works yet at the same time acknowledges that spoil trucks may use local roads in exceptional circumstances which include when there is queuing to get into the site. Darley Rd is highly congested with traffic queues forming during much of the day which will lead to queues to enter the site. Queuing will not therefore be an exceptional circumstance and the result will be that spoil trucks are able to use local roads without being in breach, which will be often. This is unacceptable to residents of Francis, Hubert, William and Charles St and **I object** to the EIS on this basis. As queuing cannot be avoided on Darley Rd this clearly shows why this location is inappropriate. The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents' lives be put at risk because the project must be delivered as soon as possible?
- I object** to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site, which SMC have on many occasions told the community they are contemplating as alternatives.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4) that 'It is anticipated that the majority of construction traffic would enter the site from the southern (westbound) carriageway of Darley Road, Leichhardt via new driveways. Heavy vehicles associated with spoil haulage would travel eastbound on City West Link and turn right into Darley Road, Leichhardt. A temporary right turning lane at the intersection of City West Link and Darley Road, Leichhardt would be provided for use by construction vehicles. Heavy vehicles would exit the site by turning left onto Darley Road, Leichhardt before turning left onto City West Link.'

'Construction traffic may also access the Darley Road civil and tunnel site (C4) via the westbound lanes of City West Link.'

'Temporary traffic management measures would be established to enable access and egress arrangements. These would be detailed in a CTAMP, which would be prepared to manage construction traffic associated with the project.'

I object to the proposal for vehicles associated with spoil haulage to travel eastbound on City West Link and turn right into Darley Rd. This proposal is dangerous and the impacts and risks are too great. Darley Rd is acknowledged by RMS to be a sub-standard road in terms of its construction. The intersection from the city west link is a steep blind turn even for traffic coming across from James St. This is followed by immediate left hand turns into both Francis St and Hubert St. A number of properties on Darley Rd would be at risk of destruction from spoil haulage trucks in the event of a truck having to brake suddenly to avoid stationary vehicles.

The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents lives be put at risk because the project must be delivered as soon as possible?

- I object** to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site and instead allows for the final plan to be detailed in the CTAMP, Preferred Infrastructure Report or Ancillary Facilities Management Plan.

Peter Jones of SMC has on many occasions made representations to the community that his plan is to stage trucks from the port and eventually when possible to have them arrive and depart from the site underground when a tunnel is established between Leichhardt and the M4 East. He has also said that loading of spoil would take place underground at this time. He has recently told us of his plan to load trucks from a ramp off the city west link by means of a hopper conveyor which would pass over the Light rail station delivering spoil into silos below which trucks would pull up to receive their load. The laden trucks would then travel west bound along the city west link. None of this plan is detailed in the EIS.

I object to the fact that I am denied the opportunity to assess the impacts of all options. **I object** to the fact that I will have no right or opportunity to have input into the CTAMP, PIR or AFMP on matters which will have a devastating impact to me and to residents near 7 Darley Rd.



Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

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I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Noise impacts

- The proponent has identified that the most affected receivers are residential receivers which adjoin the Darley Road civil and tunnel site (C4) at Leichhardt on Darley Road between Norton Street and Falls Street. The most noise affected receivers are located between Charles Street and Norton Street due to their proximity to the construction site.

The proponent has identified that the worst case construction scenario will occur during

- Road adjustments works
- spoil handling works within the acoustic shed during all works periods

Highest construction noise impacts:

- Use of a rock breaker during the daytime period as part of the demolition works and
- Use of a road profiler during the night-time period as part of the road adjustment works

I object to the EIS because the proponent provides that spoil handling works within the acoustic shed will take place for the duration of the construction phase which could be up to two to three years' duration, yet there is no clear plan for measures that will be taken to minimise noise impacts.

- I object** to the Darley Road civil and tunnel site (C4) at Leichhardt on the basis that there is no clear plan in the EIS for measures that will provide the maximum possible level of mitigation from noise impacts. I also object because there is no clear plan for remedies available to residents who are impacted.
- I object** to the EIS because the proponent's assessment of who are Highly Noise Affected receivers in the area adjacent to the Darley Road civil and tunnel site (C4) at Leichhardt is incorrect and wrongly minimises the actual number of Highly Noise Affected receivers.
- Many residents in Charles St and Hubert St were highly affected by noise from works conducted during the renovation of 7 Darley Rd in 2016. In Hubert St, residents at least as far as No 31 and No 32 Hubert St were affected. The affected properties are not correctly reflected in the EIS.

I object to the EIS because it underestimates the number of residents that will be highly affected by noise. It does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site.

- I object** to the EIS because the proponent incorrectly asserts construction traffic is unlikely to result in a noticeable increase in LAeq noise levels at receivers along the proposed construction traffic routes (Darley Road, Leichhardt and City West Link). This does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site. The impact of these will be substantial.

Commercial trucks are very loud; a standard diesel engine produces approximately 100 decibels (dB) of noise.

Engine braking noise can be disturbing both because it is loud and also as it has a distinctive characteristic modulation. Engine braking noise is caused by pulses of gases being emitted from the truck exhaust system, giving a 'machine gun' sound.

I object to the Darley Rd site because of the level of noise that the trucks will cause.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

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I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Noise impacts

I object to the the Darley Road civil and tunnel site (C4) at Leichhardt because engine noise from the trucks approaching the intersection up the grade would be a constant source of annoyance to residents of Darley Road down to its intersection with Charles Street.

The independent engineer engaged by the Inner West Council Jim Holt also came to this conclusion in his report to the Council. SMC have not recognised this impact in the EIS. They sent a response to the Council as follows:

'Response: Noise from construction traffic using the public road network is assessed under the Roads and Maritime Noise Criteria Guideline (NCG), which documents Roads and Maritime's approach to implementing the Road Noise Policy (RNP). Under the NCG, an initial screening test is carried out to determine whether noise levels would increase by more than two decibels (dBA). This represents an increase in the number of vehicles of approximately 60 per cent due to construction traffic or a temporary reroute due to a road closure. Where increases are 2dBA or less, then further assessment is required as noise level changes would most likely not be perceptible to most people. Where noise levels increase by more than 2dBA (i.e. 2.1 dBA or greater) further assessment is required using criteria presented in the NCG.

Darley Road is currently being used by heavy vehicles and light commercial vehicles (construction, delivery etc) that contribute to background noises. The predicted traffic noise increase (dBA) at the Darley Road site is around 0.5dBA.'

You do not need to be an acoustic engineer to know that truck and dogs are very noisy and that local residents will be impacted greatly, especially those close to where trucks will be accelerating and decelerating. Darley Road, Leichhardt is not currently experiencing 14 truck and dog movements an hour during peak time stated in the EIS and an unknown (but presumably greater) number of truck movements within off peak construction hours. This is a truck movement every 3-4 minutes during peak. Assuming that they will increase truck movements during off peak residents can expect a truck every 2-3 minutes. We do not need a screening test or assessment to tell us that residents will be subjected to extreme levels of truck noise.

SMC's response does not acknowledge this and does not refute Jim Holt's conclusion that residents will be impacted. SMC's response like the proponent's EIS fails to acknowledge the true impact of the Darley Road civil and tunnel site (C4) at Leichhardt.

The resident's of Darley Rd, Francis, Hubert and Charles St have little acoustic protection against the noise of truck engines, exhaust and brakes and non is contemplated in the EIS.

I object to the Darley Road civil and tunnel site (C4) at Leichhardt because the truck noise impacts for residents will be too great for the extended period of construction involved and the Darley Road civil and tunnel site (C4) at Leichhardt should be rejected on this basis.



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I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Hours of operation

- I object** to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4):

'Spoil handling associated with tunnelling supported by the Darley Road civil and tunnel site would occur 24 hours a day, seven days a week. Spoil would be handled below ground wherever practicable to reduce the potential for amenity impacts in adjacent areas. Spoil handling at the surface outside standard day time construction hours would occur within an acoustic shed to manage potential amenity impacts. Spoil removal from this site would only occur within standard construction hours, between 7.00 am and 6.00 pm Monday to Friday, and between 8.00 am and 1.00 pm on Saturdays.'

The EIS allows for the possibility of spoil handling above ground 24 hours 7 days a week. The EIS fails to assess or explain the impacts of this on the residents in nearby streets. These impacts could include construction noise, light and heavy vehicles (other than spoil trucks), workers arriving for shifts and leaving after shifts. It is not clear to what extent the acoustic shed will contain noise. The Jim Holt report stated that the acoustic shed would not operate effectively due to its location on the site. It is not clear whether the proponent will mandate the contractor to employ the highest level of acoustic protection rather than what is feasible.

I object to the EIS and the Darley Rd construction site. The proponent should be directed to abandon its plan for a dive site as it is clear impacts are too great for the community. At the very least the site should be restricted to standard construction hours for all operations above ground and there should be no shifts commencing or ending outside of standard construction hours. The proponent should be directed to find a site where its operations will not impact on residents outside of standard construction hours.

- I object** to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4):

'Reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site. Local residents, businesses and the NSW EPA would be kept informed about works outside standard day time construction hours at the site.'

The EIS allows for the possibility of spoil handling above ground 24 hours 7 days a week. The EIS fails to assess or explain the impacts of this on the residents in nearby streets. These impacts could include construction noise, light and heavy vehicles (other than spoil trucks), workers arriving for shifts and leaving after shifts. It is not clear to what extent the acoustic shed will contain noise. The Jim Holt report stated that the acoustic shed would not operate effectively due to its location on the site. It is not clear whether the proponent will mandate the contractor to employ the highest level of acoustic protection rather than what is feasible.

I object to the EIS because the proponent/contractor would only have to keep local residents, businesses and the NSW EPA informed about works outside standard day time construction hours at the site. Local residents, businesses and the NSW EPA would have no right to limit works outside standard day time construction hours at the site. As we have seen with other stages of WestConnex this leads to devastating impacts for residents who must endure significant periods of exposure to out of hours works which involve noise, lights and disturbance.

I object to the EIS and the Darley Rd construction site. The proponent should be directed to abandon its plan for a dive site as it is clear impacts are too great for the community. At the very least the site should be restricted to standard construction hours for all operations above ground and there should be no shifts commencing or ending outside of standard construction hours. The proponent should be directed to find a site where its operations will not impact on residents outside of standard construction hours.



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I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below:

Non-compliance with SEARS

I object to the proposal because it does not comply with the SEARS requirements. The EIS must include, but not necessarily be limited to, a description of the project and **all components and activities** (including ancillary components and activities) required to construct and operate it, including the location and operational requirements of construction ancillary facilities and access.

In so far as it describes the Darley Road civil and tunnel site (C4) at Leichhardt the EIS does not meet this requirement because it does not describe the components and activities that have been described to the community either in meetings with LAW (Leichhardt Against WestConnex) or at the WestConnex Community Reference Group established by Sydney Motorway Corporation.

The EIS has been released before the proponent is able to describe how it actually plans to carry out construction activities at Darley Road, Leichhardt, in particular the plan for staging the arrival of spoil trucks.

The proponent via its agent Sydney Motorway Corporation's employee Peter Jones has advised on several occasions that spoil haulage trucks will be staged from the Sydney Ports land on Glebe Island via James Craig Rd. This is to avoid the situation at Haberfield where trucks circle the Northcote St site as they are not able to queue to enter it creating congestion and noise impacts as they drive slowly into Wattle St and Ramsay St. before making a second run at the Northcote St site from the Parramatta Road entrance.

No details of this staged spoil haulage proposal at Darley Road, Leichhardt are provided other than that 'construction traffic may also access the Darley Road civil and tunnel site (C4) at Leichhardt via the westbound lanes of City West Link'.

Peter Jones from Sydney Motorway Corporation has advised that he is in the process of finalising an agreement with Sydney Ports which will enable him to stage trucks from a location on Glebe Island via James Craig Rd. The EIS should not have been released before this plan was finalised. Peter Jones has advised that he is only required to describe the 'worst case scenario' in the EIS, which is trucks arriving ad hoc via the eastbound lanes of City West Link. The EIS should describe what the proponent actually plans to do as well as the worst case scenario so that the impacts of all options being considered can be assessed and commented on.

It is not clear from the EIS how the alternative plan for the staged arrival of spoil trucks from Sydney Ports will be documented and how stakeholders will have an opportunity to assess its impacts. The EIS does not specifically state that this staged arrival plan will be documented in the CTAMP, the Ancillary Facilities Management Plan or the Preferred Infrastructure Report.

I object to the EIS on the grounds that it does not comply with the SEARS.

Construction vehicle safety impacts

I object to the EIS because the proposal in relation to the Darley Road civil and tunnel site (C4) at Leichhardt stated therein, that 'heavy vehicles associated with spoil haulage would travel eastbound on City West Link and turn right into Darley Road, Leichhardt' presents unacceptable safety and amenity impacts.

The corner of Darley Rd (actually James St) and the City West Link is a pedestrian zone for:

- Pupils of Orange Grove Public School who live in Leichhardt
- Students of Sydney Secondary College, Leichhardt Campus who alight at Leichhardt North light rail stop
- Students of other schools along the light rail who board at Leichhardt North light rail stop
- Commuters who board at Leichhardt North light rail stop
- Residents walking to Leichhardt Park Aquatic Centre and adjacent sporting facilities
- Residents walking to the Orange Grove markets on Saturdays

The proponents plan brings pedestrians and school children in particular directly into the path of spoil haulage trucks at an intersection found to be the third most dangerous according to Transport for NSW figures.

A further impact will be to discourage people from walking in this area leading to greater car use for local trips.

I object to the Darley Road civil and tunnel site (C4) at Leichhardt on the above grounds.



Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

| | | | |
|--|--|--------|-----------|
| Name: | | | |
| Organisation: | | | |
| Address: | | Suburb | Post Code |
| Email: | | | |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. | | | |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Noise impacts

- I object** to the EIS because the proponent has not provided details of the noise mitigation measures proposed in relation to the Darley Road civil and tunnel site (C4) at Leichhardt. As a result it is not possible to assess the noise impacts of the Darley Road civil and tunnel site (C4) at Leichhardt. It is unacceptable for the proponent to establish a major construction site in the middle of a residential area without a clear plan for mitigating noise impacts.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4) that:

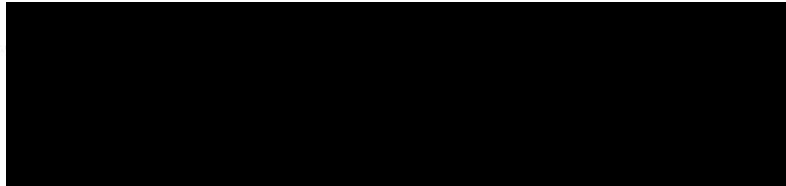
'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels. In addition, temporary noise mitigation measures may include noise barriers and other temporary structures such as site buildings, which would be provided to minimise noise impacts on surrounding properties.'

Darley Road civil and tunnel site (C4) will create a high level of noise impact for residents yet the proponent has not given details of the plan for mitigating this impact. The measures will be implemented only if 'reasonable and feasible' which is a subjective assessment as it does not states whether they will be assessed as reasonable from the standpoint of the proponent or the residents. What the proponent thinks is reasonable may not meet the residents expectation as to what is reasonable. The measures appear to be optional as the proponent only states that that 'may include noise barriers and other temporary structures such as site buildings'.

- I object** to the EIS because the proponent has not provided a clear plan for measures that will be taken to minimise noise impacts from work within and outside of standard construction hours at the Darley Road civil and tunnel site (C4) at Leichhardt.
- I object** to the EIS because the proponent has failed to take account of the fact that the demolition of 7 Darley Road, Leichhardt will remove a significant noise barrier to traffic noise from the City West Link. This will mean increased traffic noise impacts to the residents of Darley Rd, Francis St, Hubert St and Charles St.
- I object** to the EIS because the proponent has failed to take account of the noise impact of fully laden spoil haulage trucks exiting the Darley Road civil and tunnel site (C4) at Leichhardt driving up the very steep blind turn at the intersection with the City West Link. The RMS should install noise measuring equipment and monitoring cameras at this location to measure noise from heavy vehicles and identify vehicles whose noise that exceeds the applicable Australian standard.
- I object** to the EIS because the proponent has failed to take account of the noise impact of spoil haulage trucks using air brakes on the descent down Darley Rd off the City West Link. Heavy vehicle drivers should avoid using exhaust brakes, engine compression or 'jake' brakes near residential areas and noise-sensitive areas such as hospitals and schools, unless they are necessary for safety reasons. RMS should implement noise limits from engine compression brakes and should use roadside noise 'cameras' as an aid to enforcement at every location where WestConnex vehicles emitting engine compression brake noise might affect nearby communities.



From:
Sent:
To:
Subject:
Attachments:



From: system@acelo.com [mailto:system@acelo.com] **On Behalf Of** [REDACTED]

Sent: Thursday, 31 August 2017 11:02 AM

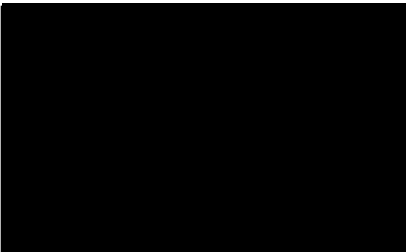


Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:
 Attention Director, Infrastructure Projects

I am writing to you with regards to the West Connex and it's ill planning from the start. The government has abused it's powers in bulldozing these new roads through from the very beginning. We want better public transport, not more roads that decimate suburbs, pollute the environment (unfiltered stacks!) and charge ridiculous tolls. Haberfield looks like a war zone! I live in Birchgrove and the residents all along the peninsula are opposed to what you are doing with the unfiltered smoke stacks, their placement next to schools, open spaces and populated streets. We are even more opposed to the next stage, the Western Harbour tunnel. I wonder whether if politicians/planners lived in the area near a smoke stack if the outcome would be different? PROBABLY! Transurban Directors/politicians probably don't live in the inner west. They're the ones pushing for more tolls, pocketing huge bonuses from all these new toll roads. No exploration of better public transport was their directive. How do you have the right to ruin health, livelihoods, property valuation, the environment? Build tunnels for light/rail instead.

Can we ask that in the next stage, you leave a corridor available for the light rail to be brought into Rozelle/Balmain where there were tracks already, parallel to the City West Link? It makes perfect sense to continue with something that has worked so well? The light rail is efficient and could service the passenger terminal, White Bay and the peninsula? Don't rip up the disused rail lines any more! Use the space to accomodate light rail. Efficient, low polluting, no stacks needed transportation. Oh and quiet and cost effective.

Please consider extending light rail. Save the space. No more roads!!! I would appreciate a personal response in writing and a promise that you are not putting smoke stacks in our area for the Western

Harbour Tunnel. If you can print and letter box drop DL cards saying that, (received a few months ago) then I would like a personal guarantee that you mean it, because we honestly don't believe you. The costings will blow out, and you'll change your mind. We want to hold you to account.

Thank you



https://majorprojects.accelo.com/?action=view_activity&id=222092

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247



Key Facts

A concept design has been developed for the proposed Western Harbour Tunnel and Beaches Link, with a more detailed reference design to be issued by mid 2018.

Balmain-Birchgrove features:

- ☒ There will be NO tunnel exhaust vents in Balmain-Birchgrove
- ☒ There are NO plans to use Birchgrove Oval as a construction site
- ☒ Tunnels would be an average of 50 metres beneath Balmain - Birchgrove
- ☒ NO heavy construction traffic on local streets - water transport is planned

From: Christopher Kerle <campaigns@good.do>
Sent: Tuesday, 22 August 2017 2:33 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7486

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 16_7486

Submission to WestConnex New M4/M5 EIS

I strongly object to M4/M5 toll road and the entire WestConnex of which it is a part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

WestConnex is the wrong solution at the wrong time for Sydney. It is a shameful waste of resources that will not solve traffic congestion in Sydney. Indeed in many places it will make it worse.

I have watched appalling environmental and social impacts unfold after your Department approved the M4East and New M5 projects. I note that these impacts were underestimated or ignored in the previous EIS. The communities of Haberfield and St Peters should not be subjected to further years of devastation and distress.

I am concerned that AECOM that was responsible for these other EIS and that has a poor record with tollroads is again responsible for this EIS.

The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city.

Yours sincerely, Christopher Kerle 177 Mitchell Rd, Alexandria NSW 2015, Australia

_____ This email was sent by Christopher Kerle via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Christopher provided an email address (cmkerle@gmail.com) which we included in the REPLY-TO field.

Please reply to Christopher Kerle at cmkerle@gmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for jack whiddon (object)

From: system@acelo.com [mailto:system@acelo.com] **On Behalf Of** "jack whiddon"

Sent: Thursday, 31 August 2017 7:45 PM

Subject: Submission Details for jack whiddon (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: jack whiddon
[REDACTED]

Address:
[REDACTED]

alexandria, NSW
2015

Content:

This submission is in regard to Application #SSI7485 Westconnex Stage 3 EIS

My main concern with the M4-M5 link concept design & it's attending EIS is the shocking loss of trees along it's route.

At the same time as this project increases traffic (by tenfold along Euston Rd - as just one example) it does away with the trees

which are the only line of defence against all the extra air & noise pollution that this project will subject our communities to.

Firstly I strongly urge the retention of the 5 mature Hills Figs on the eastern side of Euston Rd between Sydney Park Rd & Maddox St - especially as every single tree on the western side has already been prematurely removed.

Hopefully with the revised reduction of lanes on this particular section more trees can now be incorporated on this side.

On pg 377 of the concept plan - which predates the decision to reduce the number of lanes - it is indicated that 6 x Waterhouseas

are to be planted on the western corner of Euston Rd & Maddox St.

Whilst they are an attractive tree they are very small & should be substituted for a larger native tree with a bigger canopy.

It also appears that every single mature Eucalyptus bar one is to be removed on both sides of Huntley St between Euston & Burrows Rds as are all the Melaleucas on both sides of Sydney Park Rd between Euston & Mitchell Rds.

I can't tell from the plans why this is necessary & i strongly object.

The recreation area where a multi-purpose sports field is indicated on pg 22 is also completely inappropriate.

Not only is this lazy design - an expanse of lawn with not a single tree incorporated - but it is dangerous. It is situated beneath & adjacent to the massive tangle of flyovers of the spaghetti junction at St Peters. As a resident I will not be spending any time near this confluence of motorways as I would fear for my health.

i would not subject myself to the accompanying car & truck pollution just sitting near there let alone exposing young children's lungs to it as they breathe heavily while playing sport.

This area would be much better utilized by planting a forest of native evergreen trees as dense as possible to mitigate all the extra air pollution.

This would be an aesthetic as well as a practical improvement as it would be more conducive to residents to use for recreational purposes.

The trees planted in conjunction with this project should be native evergreen trees with dense canopies as deciduous trees would not filter the air pollutants for half the year.

As they act as air filters & noise suppressants as well as visual screening of this terrible inundation of motorways into our communities, as many trees as possible should be retained & many more planted than has so far been proposed.

Also, all ventilation stacks should be filtered.

I dispute the claim made in the EIS that 50% of fine particulate pollutants in our atmosphere are attributable to domestic log fires.

This is ridiculous as wood fires are virtually non-existent in the city. Even if this were true during the coldest weeks, how is it possible for the rest of the year?

Andrew Constance - the NSW Minister for Transport & Infrastructure has previously objected to non-filtered ventilation stacks being installed

in his electorate in the past when a road project was proposed. Why are we not afforded the same respect?

I can't believe the contempt shown to our neighbourhoods by not including filtration.

Sincerely,
Jack Whiddon
284 Mitchell Rd
Alexandria

Submission: Online Submission from jack whiddon (object)

https://majorprojects.accelo.com/?action=view_activity&id=222219

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: jack whiddon <campaigns@good.do>
Sent: Sunday, 15 October 2017 9:09 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety. This submission is in regard to Application #SSI7485 Westconnex Stage 3 EIS

My main concern with the M4-M5 link concept design & it's attending EIS is the shocking loss of trees along it's route. At the same time as this project increases traffic (by tenfold along Euston Rd – as just one example) it does away with the trees which are the only line of defence against all the extra air & noise pollution that this project will subject our communities to. Firstly I strongly urge the retention of the 5 mature Hills Figs on the eastern side of Euston Rd between Sydney Park Rd & Maddox St – especially as every single tree on the western side has already been prematurely removed. Hopefully with the revised reduction of lanes on this particular section more trees can now be incorporated on this side. On pg 377 of the concept plan – which predates the decision to reduce the number of lanes – it is indicated that 6 x Waterhouseas are to be planted on the western corner of Euston Rd & Maddox St. Whilst they are an attractive tree they are very small & should be substituted for a larger native tree with a bigger canopy.

It also appears that every single mature Eucalyptus bar one is to be removed on both sides of Huntley St between Euston & Burrows Rds as are all the Melaleucas on both sides of Sydney Park Rd between Euston & Mitchell Rds. I can't tell from the plans why this is necessary & i strongly object.

The recreation area where a multi-purpose sports field is indicated on pg 22 is also completely inappropriate. Not only is this lazy design – an expanse of lawn with not a single tree incorporated – but it is dangerous. It is situated beneath & adjacent to the massive tangle of flyovers of the spaghetti junction at St Peters. As a resident I will not be spending any time near this confluence of motorways as I would fear for my health. i would not subject myself to the accompanying car & truck pollution just sitting near there let alone exposing young children's lungs to it as they breathe heavily while playing sport. This area would be much better utilized by planting a forest of native evergreen trees as dense as possible to mitigate all the extra air pollution. This would be an aesthetic as well as a practical improvement as it would be more conducive to residents to use for recreational purposes.

The trees planted in conjunction with this project should be native evergreen trees with dense canopies as deciduous trees would not filter the air pollutants for half the year. As they act as air filters & noise suppressants as well as visual screening of this terrible inundation of motorways into our communities, as many trees as possible should be retained & many more planted than has so far been proposed.

Also, all ventilation stacks should be filtered. I dispute the claim made in the EIS that 50% of fine particulate pollutants in our atmosphere are attributable to domestic log fires. This is ridiculous as wood fires are virtually non-existent in the city. Even if this were true during the coldest weeks, how is it possible for the rest of the year? Andrew Constance – the NSW Minister for Transport & Infrastructure has previously objected to non-filtered ventilation stacks being installed in his electorate in the past when a road project was proposed. Why are we not afforded the same respect? I can't believe the contempt shown to our neighbourhoods by not including filtration.

Sincerely, Jack Whiddon 284 Mitchell Rd Alexandria

_____ This email was sent by jack whiddon via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however jack provided an email address (jackwhiddon@tpg.com.au) which we included in the REPLY-TO field.

Please reply to jack whiddon at jackwhiddon@tpg.com.au.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Daniela Arlotta (comments)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "Daniela Arlotta"

Sent: Friday, 1 September 2017 9:46 AM

Subject: Submission Details for Daniela Arlotta (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Daniela Arlotta
[REDACTED]

Address:
[REDACTED]

Haberfield , NSW
2045

Content:

I would like to see drilling for stage 3 done from option B on Parramatta Rd. Residents on wattle st have been exposed to enough dust noise for the past 2 years. Not to mention the effects on my son's asthma. I would hope that option B would be the preferred choice given what residents on Wattle st have already had to put up with. Especially during night works.

[REDACTED]
Submission: Online Submission from Daniela Arlotta (comments)
https://majorprojects.accelo.com/?action=view_activity&id=222292

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for olliver saxby (object)

From: system@accelo.com [mailto:system@accelo.com] **On Behalf Of** "olliver saxby"

Sent: Friday, 1 September 2017 11:14 AM

Subject: Submission Details for olliver saxby (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: olliver saxby

Address:

newtown, NSW
2042

Content:
Dear sir/madam

I am writing about the recent community update proposal for the westconnex m4-m5 link.

I am horrified that this is proposed and why such enoprמוש amounts of public money (our taxes!!) are being spent on building more roads which in 2, 5, 10 years will be more congested than ever.

Why are you not building more public transport options for city dwellers rather than creating more roads?
Why do you not look at other international cities that offer fantastic public transport and copy their ideas; rather than focus on road building?

I do not support your proposal in any way and urge you to (and listen to the local community) who wish for this project to stop immediately.

oliver Saxby
Angry resident & tax payer!

[REDACTED]
 Submission: Online Submission from olliver saxby (object)
https://majorprojects.accelo.com/?action=view_activity&id=222316

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Bronwen Evans (object)

From: system@accelo.com On Behalf Of "Bronwen Evans"
Sent: Monday, 4 September 2017 5:51:37 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Bronwen Evans (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Bronwen Evans
[REDACTED]

Address:
[REDACTED]

Darlinghurst, NSW
2010

Content:

The proposal is unacceptable. Westconnex, with the current understanding of the benefits of public transport should have structured in a method to enhance this. It is however going to further entrench reliance of private motor vehicle use into the city.

[REDACTED]
Submission: Online Submission from Bronwen Evans (object)
https://majorprojects.accelo.com/?action=view_activity&id=223618

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From:
Sent:
To:
Subject:

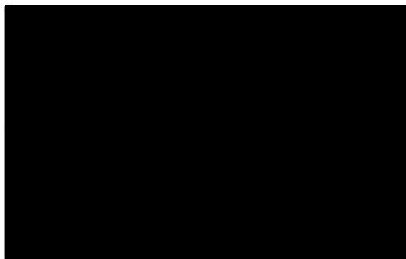


From: system@acelo.com On Behalf Of [REDACTED]
Sent: Monday, 4 September 2017 8:57:33 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:

My family is extremely concerned about the Westconnex roadworks proposed for this area for a number of reasons:

1. The extraordinary amount of public money being spent to build a tunnel that will spit out traffic onto Victoria Road heading west to the Iron Cove Bridge, then onto the already severely congested Victoria Rd, Drummoyne. This makes no sense, unless the government is planning to widen Victoria Rd, Drummoyne, and to do that it would have to acquire more homes and businesses;
2. The health effects to the area from the multiple unfiltered smoke stacks proposed for the Rozelle area. Anthony Roberts MP and Gladys Berijiklian MP are on record as having vehemently opposed unfiltered stacks during debate on the Lane Cove Tunnel (Roads Amendment (Lane Cove Tunnel Filtration Bill) 2007. What has changed, other than that the stacks are proposed for an area that does not vote Liberal?
3. Four years of construction impacts including 24 hour tunnelling and the resulting lack of sleep and associated health impacts that will result. I am concerned about the impact of the roadworks on my children's studies as they attend the local primary school and will attend the local state school. I am concerned about the health impacts on my family who already suffer asthma. I am concerned about the safety impacts from additional trucks in the area. I have already reported two near misses at Rozelle intersections to the school, as on both occasions my children were almost run over. I am concerned about the dispersal of toxic and other industrial pollutants that are known to be distributed in the soil in the Rozelle area during construction.

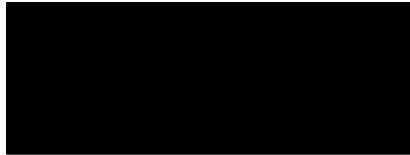
I call upon the NSW Government to either stop Westconnex and find another, less destructive solution to Sydney's traffic issues (and a number have been proposed) but at the very least to take our health - both physical and mental - concerns seriously by imposing strict conditions during the building of this unnecessary and destructive tunnel.


https://majorprojects.accelo.com/?action=view_activity&id=223630

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From:
Sent:
To:
Subject:

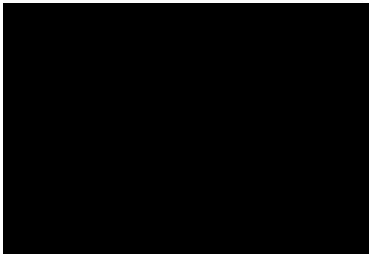


From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 4 September 2017 9:29:35 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:

I am opposed to the Westconnex M4/M5 link as it relates to the proposed Rozelle interchange.

One of the reasons for the project is listed as 'safer travel'. However I do not believe enough safety provisions have been made to ensure the safety of people traveling through 4.5 km of tunnel with no exits.

What hazard management protocols and safeguards are in place? What evacuation plans have been developed - as they are not listed in the EIS.

If there is an accident how will emergency services reach the vehicles? I am very concerned about the possibility of a catastrophic event and the lack of detail in the EIS around community safeguards.

For this reason I find the EIS insufficient.



https://majorprojects.accelo.com/?action=view_activity&id=223634

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for [REDACTED] (object)

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Sunday, 8 October 2017 10:21:58 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for [REDACTED] (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]
 Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I object to this stage of Westconnex as I believe it is a contravention of the SEARS, which states that all impacts must be assessed. We have been told at community consultations that this is a concept plan only and that the chosen developer can make changes.

Therefore this is not true consultation if things can be changed after the fact.

The proposal does not give the community any indication of what our local streets will look like after the build. We were promised input on this by one of the senior community consultation leads last year. For example, will we get sound barriers, or a park with trees at the end of our streets? Which streets will be closed, which will remain open? Will they become rat runs? None of this detail is contained in this proposal.

We have also been told at community consultation sessions that the designs for the smoke stacks are poor and not a lot of thought has been put into making them aesthetically pleasing (leaving aside for the moment our concerns about additional emissions near the public school and our kids).

I request that the NSW Government investigates using fans to push the air through the tunnels so that we can do without a smoke stack. I believe this will appease many in the community.

Further, as a father with two young children attending Rozelle Public School and then Balmain Secondary College over the next four years, I request strict restrictions on the times that roadworks can take place. You cannot seriously expect us to accept 24 hour works. You know that lack of sleep impacts learning and that fatigue can lead to safety issues - my wife and I both drive to work and so that is a public safety issue.

These are the reasons we object to this proposed work.



https://majorprojects.accelo.com/?action=view_activity&id=226382

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Samantha Philp of n.a (object)

From: system@accelo.com On Behalf Of "Samantha Philp"
Sent: Wednesday, 6 September 2017 2:51:40 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Samantha Philp of n.a (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Samantha Philp
Organisation: n.a ()
[REDACTED]

Address:
[REDACTED]

Cammeray, NSW
2062

Content:

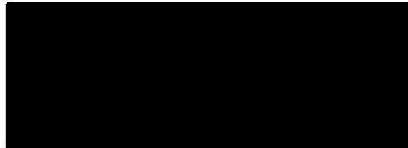
I oppose the northern beaches link as no public transport options have been considered and the premier is planning on giving my children lung cancer.

[REDACTED]
Submission: Online Submission from Samantha Philp of n.a (object)
https://majorprojects.accelo.com/?action=view_activity&id=223839

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From:
Sent:
To:
Subject:

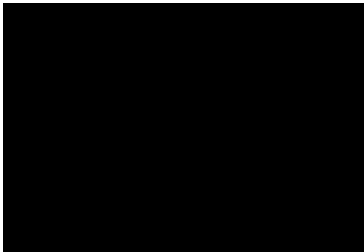


From: system@acelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 6 September 2017 5:38:39 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:
 To the Director - Transport Assessments

With regard to the recently released M4-5 Link Environmental Impact Statement (EIS), and noting I am a resident whose house is located close to the proposed Darley Road (Leichhardt) mid-tunnelling point, I would like to highlight the following major concerns/issues raised in the report:

1. Excessive noise

- a. The EIS notes that the NCA13 zone (in close proximity to the dive site and where our house is located) is expected to experience significant noise exceedances and sleep disturbance scores for a number of activities, over an extended period of time (i.e. up to four years).
- b. The EIS states that the most noise-affected receivers (dwellings) are located between Charles Street and Norton Street due to their proximity to the construction site.
- c. Tunnelling works (due to take place 24 hours a day, 7 days per week) are predicted to result in exceedances (up to 20 dBA) at 183 receivers. The highest predicted noise level at a residential location is 65 dBA. Based on our location I believe we are likely to be impacted by this level of noise. And noting tunnelling activities are due to take place overnight I believe this is likely to result in sleep disturbances for all members of our family, including our children. There is a large volume of clinical literature demonstrating the detrimental impact on children's physiological, psychological and cognitive health from exposure to environmental noise, particularly at night time. Considering the proposed mid-tunnelling site next to Leichhardt Secondary School was abandoned due to potential concerns regarding the impact on students, the same consideration should be shown to potential impacts on children in their own homes.
- d. Where the construction access tunnel ramp dives down from ground elevation to meet with the main line tunnel (based on the map provided, we are very closely located to this site), sensitive receivers above this section are predicted to be subject to ground-borne noise levels up to around 39 dBA LAeq(15minute), which as per the EIS, exceeds the night-time criteria. And while the EIS notes the issue of noise in regard to the access tunnel, there is no description of the depth of this tunnel under

James/Francis Street, the potential for vibration and/or damage to property as the tunnel is being excavated. The EIS does not detail how sand/dirt will be carried from the access and main line tunnels to the surface (i.e. by truck/conveyor belt) and hence the report is incomplete.

e. Demolition and utility works are identified as having a number of exceedances of the daytime noise management levels (NMLs) within NCA13. There is also no mention of any prohibition of out-of-hours work should the contractor deem this to be required.

f. Pavement and infrastructure works, line marking works and road adjustments are identified as having the highest number of exceedances in all time periods. Exceedances are generally at receivers located near the Darley Road and James Street intersection (near our location). The duration of these works is estimated to be two weeks, during which out of hours works would be required at times.

For the above activities, we appear to be most exposed based on our location of residence and there appears to be no formal mitigation strategy within the EIS on which we can comment.

g. While operations within the site shed are due to take place during day-time hours, I note mention of the potential for spoil handling at the surface outside these hours. The EIS states that there are exceedances (up to 20 dBA) at 160 receivers during night-time operations. Of these 160 receivers, six receivers experience an exceedance of greater than 15 dBA (I believe we are one of these six receivers). The expected duration of these works is up to 96 weeks and as such mitigation should be considered for these impacts.

Without significant mitigation of noise (i.e. where there is no exceedance for any resident at any time of day or night), spoil handling within the site shed should be prohibited, irrespective of whether in day-time or out of day-time construction hours. For example, during summer school holidays, it is unacceptable that our children would need to vacate our home for several weeks during the day due to excessive noise exposure.

h. Trucks entering the holding zone and exiting from the site during tunnelling operations are predicted to exceed the evening NMLs by up to 10 dBA. Of the identified exceedances, only two receivers experience exceedances of the NMLs of more than 5 dBA. The expected duration of these works is up to 96 weeks and as such mitigation should be considered for these impacts.

Based on the acoustics of the James street end of Darley Road, I believe the level of noise exceedance noted in the EIS is understated.

In addition, the EIS does not discuss what recourse is available to residents should forecasts made by SLR consulting regarding noise prove to be too conservative (i.e. understated).

2. Sleep disturbances

a. Review of the predicted LA1(1minute) exceedances at the nearest noise sensitive receivers indicates that the sleep disturbance screening criterion is likely to be exceeded when night works are occurring adjacent to residential receivers. As mentioned above, it is unacceptable to expose children to this type of noise-induced sleep disruption due to potential long term health consequences. And there is no mention of mitigation for exposed residents.

3. Construction vibration

a. The assessment presented in the EIS indicates that during surface works, up to five buildings in NCA13 (I believe our property might be one of these) may be within the minimum working distances should a large rock-breaker be used at the outer extents of the Darley Road construction ancillary facility.

This presents as a potential risk to our property, the lower level of which is over 100 years old and could suffer structural damage. In addition, as noted above, there is no assessment in the EIS regarding potential minimum working distances for the access tunnel that is intended to run very close to our property.

4. Increased traffic

a. The EIS states that the majority of construction traffic would enter the Darley Road site from the

southern carriageway of Darley Road. Heavy vehicles associated with spoil haulage would travel eastbound on City West Link and turn right into Darley Road. A temporary right turning lane at the intersection of City West Link and Darley Road would be provided for use by construction vehicles. Heavy vehicles would exit the site by turning left onto Darley Road before turning left onto City West Link.

Having lived at our residence for some time I have experienced traffic on Darley Road at 7am on all weekdays and from 8am-12pm on Saturdays. It is normal for traffic to extend west of James Street for several hundred meters down Darley Road. This single lane road is not equipped to handle 14 large haul trucks per hour (7 in each direction). As trucks attempt to exit the proposed egress site they will have to push in to already heavy commuter traffic and will then need to take off on a steep incline towards the intersection with James St (creating significant noise that will carry into surrounding properties, something not measured in the EIS). There is also real risk of pedestrian injury/mortality as trucks turn right off City West Link and pass through a key intersection used by pedestrians to access the Leichhardt North Light Rail stop.

Whilst not mentioned at all in the EIS, I would also point out that when the Light Rail is not running (i.e. during normal or abnormal track maintenance), buses are used as a substitute; the bus stop for the Leichhardt North Light Rail stop is located at the exact location as the proposed mid-tunnelling site. Adding large haul trucks with commuter buses and normal local commuter traffic on a single lane carriageway is not feasible.

- b. The EIS also notes that temporary diversions along Darley Road may be required during construction:
- i. One lane in each direction along Darley Road would generally be maintained, with temporary closures of one lane required for establishment of construction vehicle access provisions.
 - ii. Traffic management, that could include temporary diversions, would be implemented during temporary closures. As noted above, Darley road is already heavily used by local commuters. Diverting traffic down suburban streets is not a suitable response.

Based on the above, and a prediction in the EIS for a ~37% increase in traffic on Darley Road (west) during construction, and a 4% increase after the site is completed, the selection of this site seems completely incompatible with current local traffic usage.

I note that investigations into alternative access for the Darley Road civil and tunnel site (C4) are also occurring however there is no detail in the EIS regarding implications of such an alternative.

5. Parking issues

- a. I note that ~20 on-street parking spaces would be lost from the northern carriageway of Darley Road between Francis Street and Charles Street. As the EIS states, the removal of these parking spaces would reduce the availability of on-street parking for light rail commuters and would increase demand for parking on other nearby streets. Should construction workers also utilise on street parking, the demand for parking in this area would increase further. Local residents would then be competing with both regular commuters and the construction workers for parking. Residential streets, in close proximity to construction ancillary facilities which are not constrained by parking time limits, would likely experience an increase in construction worker parking. Elderly people, those with a disability or families with young children, who may have difficulty walking greater distances, would be particularly affected if they are required to park further away. I note the EIS states that a detailed car parking strategy would form part of the CTAMP and would be developed in consultation with local councils and affected stakeholders adjacent to project sites but there is no detail on what this would look like and how it would be implemented.

I would also point out that since the opening of the light rail stop at Leichhardt North, parking in our street and surrounds is already very limited. I have raised this issue with the Inner West Council. There is the notion that workers on the Darley Road site will use public transport to arrive/depart at the construction site but this does not appear to be mandated. There is simply no space in residential roads that run off Darley Road to cater for worker and/or construction vehicles.

In summary, and in light of the issues raised by the EIS, that will have a significant detrimental impact on my family's (and other local residents) health and wellbeing, I ask you to reject the development application for the Darley Road site.

While the issues presented above should suffice in terms of justification for refusal, I present additional reasons to support this case:

1. In the M4-5 Link Design Phase it was noted that other potential sites were being assessed with regard to a mid-tunnelling point, including the western Rozelle Railyards. This site should be explored further rather than simply ruled out because it is further away from Darley Road.
2. The Darley Road site lay derelict up until 2015/16, and was then allowed to be developed as a commercial operation, only now to face acquisition at a significant cost to tax-payers. This cost is totally avoidable as there is no requirement for a mid-tunnelling point (other than to shorten project completion time). As noted above, there also remains another option at the western Rozelle Rail yards.



https://majorprojects.accelo.com/?action=view_activity&id=223874

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Kathrin King (comments)

From: system@accelo.com On Behalf Of "Kathrin KIng"
Sent: Thursday, 7 September 2017 3:23:34 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Kathrin King (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kathrin King
[REDACTED]

Address:
[REDACTED]

Lilyfield, NSW
2040

Content:
Hi

re :Noise shielding walls/barriers along Lilyfield road during construction

Request for increased mitigating measures for noise and dust control along Lilyfield road during construction.

Consider building a noise barrier (wall) along Lilyfield road in addition to acoustic sheds to minimize noise and dust as much as possible during construction .

Many thanks

[REDACTED]
 Submission: Online Submission from Kathrin King (comments)
https://majorprojects.accelo.com/?action=view_activity&id=223988

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: Thu, 21 Sep 2017 03:26:41 +0000
To: [REDACTED]
Subject: FW: Submission Details for Kathrin King (comments)

From: system@accelo.com On Behalf Of Kathrin King
Sent: Thursday, 21 September 2017 1:26:15 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Kathrin King (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kathrin King
[REDACTED]

Address:
[REDACTED]

Lilyfield, NSW
2040

Content:

Rozelle Civil and tunnel site :

- Request to minimize the light vehicle access points along Lilyfield road Why so many ?
- Ensure plenty of staff parking on the railyard site is provided so staff are not parking in nearby streets.
- Establish an office on the Rozelle civil site to address ongoing concerns without delay -no papertrail for upcoming issues

Pedestrian and cycle bridge closure at Rozelle - How will people get to bus stops into city ?

The Crescent civil site :

Built a permanent ferry terminal for Rozelle Bay .The site can initially be used for transporting spoil via the water ways .

Please reply via email to answer questions

Many thanks

Kathrin

IP Address: - [REDACTED]

Submission: Online Submission from Kathrin King (comments)

https://majorprojects.accelo.com/?action=view_activity&id=225025

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Andrew Honan (support)

From: system@accelo.com On Behalf Of "Andrew Honan"
Sent: Thursday, 7 September 2017 6:07:36 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Andrew Honan (support)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Andrew Honan
[REDACTED]

Address:
[REDACTED]

Russell Lea, NSW
2046

Content:

There needs to be an underground Drummoyne Link (similar to the Rozelle Link) that has a tunnel portal directly at the base of the Gladesville Bridge and goes to Iron Cove Bridge.

The Victoria Road (above ground) link cannot sustain normal vehicle growth as well as induced demand. The above ground corridor needs to be made more liveable with public transport and its already increased density.

The current scheme will put additional stress on this above ground corridor, which has already in place tidal flow to ease traffic congestion.

Westbourne Ave and both Malborough St and Bayswater Road need to go back to 2 way traffic and given back to local government and traffic accessing Lyons Road needs to be done via Victoria Road / Lyons Road intersection. This road can have a slip turning lanes.

The above ground corridor should be beautified with a tree-line and lighting boulevard (and bus lanes), to make this sector really liveable. This should connect into a boulevard on Victoria Road, Rozelle as well.

The current scheme will see increased rat running from south of Gladesville Bridge to Wattle Street through the surface road network of Lyons Road to bypass Rozelle interchange tolls.

The effects of tolls and rat running to avoid tolls at the Rozelle Interchange have not been modelled.

Submission: Online Submission from Andrew Honan (support)
https://majorprojects.accelo.com/?action=view_activity&id=224033

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From:
Sent:
To:
Subject:

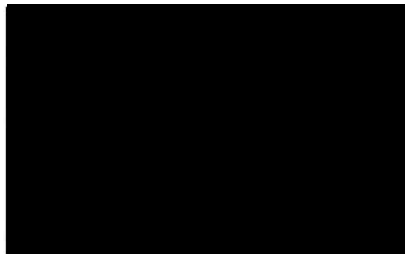


From: system@accelo.com On Behalf Of [REDACTED]
Sent: Thursday, 7 September 2017 2:58:42 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:
 To the Director - Transport Assessments

With regard to the recently released M4-5 Link Environmental Impact Statement (EIS), and noting I am a resident whose house is located close to the proposed Darley Road (Leichhardt) mid-tunneling point, I would like to highlight the following major concerns/issues raised in the report:

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James/Francis Street, the potential for vibration and/or damage to property as the tunnel is being excavated. The EIS does not detail how sand/dirt will be carried from the access and main line tunnels to the surface (i.e. by truck/conveyor belt) and hence the report is incomplete.

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southern carriageway of Darley Road. Heavy vehicles associated with spoil haulage would travel eastbound on City West Link and turn right into Darley Road. A temporary right turning lane at the intersection of City West Link and Darley Road would be provided for use by construction vehicles. Heavy vehicles would exit the site by turning left onto Darley Road before turning left onto City West Link.

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I would also point out that since the opening of the light rail stop at Leichhardt North, parking in our street and surrounds is already very limited. There is the notion that workers on the Darley Road site will use public transport to arrive/depart at the construction site but this does not appear to be mandated. There is simply no space in residential roads that run off Darley Road to cater for worker and/or construction vehicles.

In summary, and in light of the issues raised by the EIS, that will have a significant detrimental impact on my family's (and other local residents) health and wellbeing, I ask you to reject the development application for the Darley Road site.

While the issues presented above should suffice in terms of justification for refusal, I present additional reasons to support this case:

1. In the M4-5 Link Design Phase it was noted that other potential sites were being assessed with regard to a mid-tunnelling point, including the western Rozelle Railyards. This site should be explored further rather than simply ruled out because it is further away from Darley Road.
2. The Darley Road site lay derelict up until 2015/16, and was then allowed to be developed as a commercial operation, only now to face acquisition at a significant cost to tax-payers. This cost is totally avoidable as there is no requirement for a mid-tunnelling point (other than to shorten project completion time). As noted above, there also remains another option at the western Rozelle Rail yards.



https://majorprojects.accelo.com/?action=view_activity&id=223976

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for sharon mitchell of Sharon (object)

From: system@accelo.com On Behalf Of "sharon mitchell"
Sent: Wednesday, 6 September 2017 12:05:36 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for sharon mitchell of Sharon (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: sharon mitchell
 Organisation: Sharon ()
 [REDACTED]

Address:

CAMPERDOWN, NSW
 1450

Content:

As a resident of foster street a road owned by RMS which and extension of Darley Road. How will traffic be managed ? will heavy and light trucks be using foster Street to access Darley Road Site?
 Foster/Darley Road is highly used by cars and pedestrians to access Citywest link and access Hawthorne Leichhardt North light rails stops, Blackmore Oval the bay Run, Dog park and other recreational facilities along the Canal. What measures are being put in place with the introduction of more traffic including light and heavy vehicles in this high density st.? Yr own documentation states that this is an unknown and up to the contractor surely this requires a more strategic managed approach and a traffic management plan .

Submission: Online Submission from sharon mitchell of Sharon (object)
https://majorprojects.accelo.com/?action=view_activity&id=223828

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Caroline Johansson (object)

From: system@accelo.com On Behalf Of "Caroline Johansson"
Sent: Monday, 11 September 2017 2:22:37 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Caroline Johansson (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Caroline Johansson
[REDACTED]

Address:
[REDACTED]

Forest Lodge, NSW
2037

Content:

In its current form stage 3 will destroy the liveability of our neighbourhoods with multi lane highways tearing through local roads, worsen traffic congestion with an extra 100,000 extra cars every day and threaten the health of local communities by increasing pollution to shocking new levels.

[REDACTED]
Submission: Online Submission from Caroline Johansson (object)
https://majorprojects.accelo.com/?action=view_activity&id=224132

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

Caroline Johansson

sweetcarolinej@hotmail.com

2 Cullen Close

Forest Lodge NSW 2037 Australia

Your view on the application: I object to it

Attn: Secretary re WestConnex M4-M5 Link EIS, project number SSI 16_7485

I write to express my strong objection to the WestConnex M4-M5 Link tollroad proposal.

- Building WestConnex will increase air pollution and global warming and encourage more car use, quickly filling the increased road capacity.
- Increasing vehicle use by inducing more cars onto the road increases the risks related to climate change, including extreme rainfall and extreme heat events.
- This stage of WestConnex also facilitates the building of the Western Harbour Tunnel, which will see tunnels bored under the Balmain peninsula and generate a need for yet more exhaust stacks in and around Balmain.
- WestConnex is not a sustainable solution to Sydney's congestion problem. It will have unacceptable impacts on the health and well-being of local communities, such as increasing toxic pollution levels from unfiltered exhaust smoke stacks located near schools and parks, especially in Rozelle.
- The government has not committed to a genuine consultation process - it released this M4-M5 Link proposal just two weeks after submissions closed for comment on the concept design, and only provided an eight week consultation period. This does not allow sufficient time for submissions from the community.

Extra comments

I have read the Department's Privacy Statement and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

I have not made a reportable donation to a political party.

Yours sincerely,

Caroline Johansson

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for John Lloyd (comments)

From: system@accelo.com On Behalf Of "John Lloyd"
Sent: Tuesday, 12 September 2017 5:36:36 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for John Lloyd (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: John Lloyd
[REDACTED]

Address:
[REDACTED]

Leichhardt, NSW
2040

Content:

It seems you are not going to build the promised sports fields at the old railway yard near The Crescent. This is a terrible idea, the area has so few facilities for sport and is gaining population all the time. How are children (and adults) going to stay healthy if there is no where for them to play sports. This was a great idea and has a lot of support locally, please re consider

[REDACTED]
Submission: Online Submission from John Lloyd (comments)
https://majorprojects.accelo.com/?action=view_activity&id=224234

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Kelly Brittain (object)
Attachments: 224359_WestConnex M4-M5 Link Submission 6_2017Sep14_1156.pdf

From: system@accelo.com On Behalf Of "Kelly Brittain"
Sent: Thursday, 14 September 2017 11:56:23 AM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Kelly Brittain (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kelly Brittain
[REDACTED]

Address:
[REDACTED]

Haberfield, NSW
2045

Content:

I strongly object to the whole of the WestConnex Project, including the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the reasons provided in the attached document.

[REDACTED]
Submission: Online Submission from Kelly Brittain (object)
https://majorprojects.accelo.com/?action=view_activity&id=224359

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

14 September 2017

Submission for proposed WestConnex M4-M5 Link

I strongly object to the whole of the WestConnex Project, including the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

1. Heavy vehicle movements during peak hours – Leichhardt:

The EIS states that 'reasonable and practical management strategies would be investigated to minimize the volume of heavy vehicle movements during peak hours.' (8-53).

This is not acceptable as it is not known what will actually be done to manage this impact. It is not good enough for the EIS, which forms the basis of the approval of this project, to simply mention 'investigations' and not detail a proper plan (on which residents can comment) on management of heavy vehicle movements during peak hours.

In addition, Darley Road is already extremely congested from 7am until 9.30am and then from 4pm-6.30pm, well outside the 'peak' periods identified in the EIS. The impact on traffic will be caused by 'light' vehicles and not simply heavy vehicles. It is clear that there is no plan for managing these vehicle movements.

The EIS should not be approved as drafted. It is unacceptable for this volume of vehicles to be proposed for this critical arterial road with no plan for management.

2. Light construction vehicle routes:

The EIS acknowledges that these vehicles will use 'dispersed' routes (8-62). In other words, construction vehicles will use and park on local roads.

The EIS does not propose any management as to which roads they use. The addition of 70-100 light vehicle movements day in Leichhardt will result in our small, congested streets, which are already at capacity and suffering parking shortages, will have the added impact of workers travelling to and from the site and parking in local streets.

The EIS should provide an agreed route (using arterial roads only) that can be used by all vehicles associated with the project.

3. EIS is Indicative only:

The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved.

The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions.

The community will have limited say in the management of the impacts identified in the EIS.

The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions.

4. Intersection of James St and City West Link:

The EIS (8-630) indicates that there will be an increase in traffic volume during construction of nearly 400 vehicles during peak hour.

The only strategy to manage this is allowing a right-hand turn into James Street. This intersection is the third most dangerous in the inner west (based on TfNSW's own statistics).

There is no analysis of crash statistics at this intersection provided in the EIS.

The EIS should not be approved in its current form. It needs to provide certainty to the community that they will be able to reasonably access this part of the road network in a timely and safe manner.

Kelly Brittain
Haberfield NSW 2045

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Kelly Brittain (object)
Attachments: 224357_WestConnex M4-M5 Link Submission 5_2017Sep14_1155.pdf

From: system@accelo.com On Behalf Of "Kelly Brittain"
Sent: Thursday, 14 September 2017 11:56:18 AM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Kelly Brittain (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kelly Brittain
[REDACTED]

Address:
[REDACTED]

Haberfield, NSW
2045

Content:

I strongly object to the whole of the WestConnex Project, including the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the reasons provided in the attached document.

[REDACTED]
Submission: Online Submission from Kelly Brittain (object)
https://majorprojects.accelo.com/?action=view_activity&id=224357

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

14 September 2017

Submission for proposed WestConnex M4-M5 Link

I strongly object to the whole of the WestConnex Project, including the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

1. Traffic operational modelling – Leichhardt:

The EIS does not provide any operational modelling for the Darley Road area (8-11), despite the fact 170 vehicles a day are proposed to enter this highly congested area. Darley Road is a critical arterial road for commuters accessing the City West Link and no analysis has been provided so that impacts can be properly assessed.

2. Crash statistics – City West Link and James St intersection:

The EIS only analyses crash statistics near the interchanges. It does not provide any detail as to the number of crashes at the James St/City West Link intersection which, on Transport for NSW's own figures, is the third most dangerous intersection in the inner west.

Nor does it comment on the two fatalities that occurred on Darley Road near the proposed construction site.

The EIS needs to detail the increased risk in crashes that will be caused by the additional 170 vehicles a day that are proposed to enter and leave Darley Road during the construction period.

The EIS needs to detail how this risk of crashes will be managed to an acceptable level, which it does not.

3. Worker parking – Leichhardt:

There is provision in the EIS for only a dozen worker car parks and no provision for the 100 or so workers who will be permanently based at the Darley Road site for up to five years.

A major construction site project should not be permitted in a neighbourhood area without allocated parking for all workers. No other business would be permitted to be established without this requirement being satisfied – why is it acceptable for this project?

In addition, the EIS proposes the removal of 20 car spaces used by residents on Darley Road and will remove the 'kiss and ride' facility at the light rail stop. This will result in residents being unable to park in their own street and will increase noise impacts from workers doing shift changeovers 24 hours a day.

4. Number of vehicle movements – Leichhardt:

The EIS states that there will be 170 heavy and light vehicle movements a day during the 5 years of construction. There is no guarantee that these figures are accurate as they are

indicative only. The effect of these movements will be drastically increased commuter times for anyone accessing the City West Link during peak periods.

The Darley Road site is equally busy on Saturday and this is not accounted for or acknowledged in the EIS.

The EIS should not permit this number of vehicle movements and should be rejected on this basis as there is no plan as to how this will be managed. Referring to a future traffic management plan is inadequate – there is no guarantee that any such plan will be able to manage this traffic impact to an acceptable level.

5. Access routes – Leichhardt:

The EIS states that all construction vehicles will enter and leave via Darley Road. Although near the City West Link, Darley Rd abuts a large number of small, local streets and homes and streets near Darley Road will be impacted by a heavy vehicle movement every 3-4 minutes. This is an unacceptable impact.

No heavy or light vehicle movements should be permitted on Darley Road whatsoever and an alternative route which does not involve Darley Road is the only route that should be approved.

Kelly Brittain
Haberfield NSW 2045

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Kelly Brittain (object)
Attachments: 224361_WestConnex M4-M5 Link Submission 7_2017Sep14_1156.pdf

From: system@acelo.com On Behalf Of "Kelly Brittain"
Sent: Thursday, 14 September 2017 11:57:17 AM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Kelly Brittain (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kelly Brittain
[REDACTED]

Address:
[REDACTED]

Haberfield, NSW
2045

Content:

I strongly object to the whole of the WestConnex Project, including the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the reasons provided in the attached document.

[REDACTED]
Submission: Online Submission from Kelly Brittain (object)
https://majorprojects.acelo.com/?action=view_activity&id=224361

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.acelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.acelo.com/?action=view_site&id=3247

14 September 2017

Submission for proposed WestConnex M4-M5 Link

I strongly object to the whole of the WestConnex Project, including the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

1. Traffic diversions – Leichhardt:

The EIS states that 'temporary diversions along Darley Road may be required during construction' (8-65).

- No detail is provided as to when these diversions would occur;
- there is no provision for consultation with the community;
- no detail as to how long the diversions will be in place, and;
- no comment on the impact of diversions on local roads or the amenity of residents.

Will diversions occur at night? If so, down what streets?

Diverting the arterial traffic from Darley Road down local streets (which are not designed for heavy vehicle volumes) will result in damage to streets, sleep disturbances for residents and create safety issues. There is also a childcare centre and a school near the William Street/Elswick Street intersection which will be impacted by diverting vehicles onto local roads.

It is unacceptable for proposed road diversions not to be detailed whatsoever in the EIS.

The EIS should not be approved without setting out the impacts of road diversions on residents and businesses.

2. Permanent water treatment plant and substation – Leichhardt:

The proposal to locate this permanent structure in a residential setting is opposed. The site will have a negative visual impact on the area and is in direct line of sight of a number of homes. If approved, the facility should be moved to the north of the site further from homes.

3. Discharge of water into storm water at Blackmore Oval – Leichhardt:

The permanent substation and water treatment plant proposed for the Darley Road site facility should not be approved as part of the EIS.

It proposes discharging water from the tunnels into the storm water canal near Blackmore Oval. This will devastate our waterways and impact negatively on the amenity of the bay which has four rowing clubs in close proximity. In addition, the environmental impacts of this discharge are not properly set out in the EIS.

4. Impacts not provided – Permanent water treatment plant and substation:

The EIS states that there will be an office, worker parking and buildings to accommodate this facility on a permanent basis.

It does not provide any detail as to;

- noise impacts;
- numbers of workers on site, or;
- health risks associated with the facility

This is simply inadequate and the decision to locate this facility should be subject to a thorough assessment and approval process.

It should not be approved as part of this EIS as there is simply no detail provided about the impact of this facility on the amenity of the area.

5. Removal of vegetation – Leichhardt:

The EIS states that all vegetation will be removed on the Darley Road site.

There are several mature trees located on the north of the site. None of these trees should be removed as they provide precious greenery. They also act as a visual and noise screen for residents from the City West Link traffic.

All efforts must be taken to retain the trees and the EIS should not simply permit these trees to be removed without proper investigations being undertaken as to how they can be retained.

Kelly Brittain
Haberfield NSW 2045

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Kelly Brittain (object)
Attachments: 224347_WestConnex M4-M5 Link Submission 1_2017Sep14_1151.pdf

From: system@acelo.com On Behalf Of "Kelly Brittain"
Sent: Thursday, 14 September 2017 11:52:29 AM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Kelly Brittain (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kelly Brittain
[REDACTED]

Address:
[REDACTED]

Haberfield, NSW
2045

Content:

I strongly object to the whole of the WestConnex Project, including the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the reasons provided in the attached document.

[REDACTED]
Submission: Online Submission from Kelly Brittain (object)
https://majorprojects.acelo.com/?action=view_activity&id=224347

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.acelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.acelo.com/?action=view_site&id=3247

14 September 2017

Submission for proposed WestConnex M4-M5 Link

I strongly object to the whole of the WestConnex Project, including the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

1. No need for 'dive' site – Leichhardt:

There is no need for the Darley Road site, other than a time saving (tunnelling) of several months. It is unacceptable that the community should be forced to endure 5 years of severe disruption to accommodate the timetable of the private contractors.

The EIS should not be approved on the basis that it contains provision for the Darley Road site without any proper justification as for its need.

2. Truck routes – Leichhardt:

Trucks should not be permitted on Darley Road or local roads in Leichhardt or Lilyfield. The EIS proposes that all trucks will arrive at the Darley Road civil and tunnel site from Haberfield and travel along Darley Road to the site, with a right-hand turn now permitted into James Street. The proposed route will result in a truck every 3-4 minutes for 5 years running directly by the small houses on Darley Road.

These homes will not be habitable during the five-year construction period due to unacceptable noise impacts. The truck noise will be worsened by their need to travel up a steep hill to return to the City West Link, so the noise impacts will affect more than just those homes on or immediately adjacent to Darley Road. The proposal for run trucks so close to homes is dangerous. There have already been two fatalities on Darley Road at the proposed site location.

3. Alternative access route for trucks – Leichhardt:

The EIS states that there are 'investigations' occurring into alternative access to the Darley Road site. The EIS does not provide any detail on which residents can comment about alternative access which would keep trucks off Darley Road. The plans for alternative access should be expedited. It should be a condition of approval that the alternative access is confirmed and that no spoil trucks are permitted to access Darley Road due to the unacceptable noise, safety and traffic issues that the current proposal creates.

4. Vegetation – Leichhardt:

The mature trees on the Darley Road site must be preserved.

5. Permanent substation and water treatment plant – Leichhardt:

I object to the location of this facility in our neighbourhood as out of step with the surroundings. If it is retained, then it should be moved to the north of the site, out of view

from homes. The residual land should be returned for community purposes such as parkland.

Kelly Brittain
Haberfield NSW 2045

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Kelly Brittain (object)
Attachments: 224351_WestConnex M4-M5 Link Submission 2_2017Sep14_1152.pdf

From: system@acelo.com On Behalf Of "Kelly Brittain"
Sent: Thursday, 14 September 2017 11:53:17 AM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Kelly Brittain (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kelly Brittain
[REDACTED]

Address:
[REDACTED]

Haberfield, NSW
2045

Content:

I strongly object to the whole of the WestConnex Project, including the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the reasons provided in the attached document.

[REDACTED]
Submission: Online Submission from Kelly Brittain (object)
https://majorprojects.acelo.com/?action=view_activity&id=224351

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.acelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.acelo.com/?action=view_site&id=3247

Director Transport Assessments
Planning Services, Department
of Planning and Environment
GPO Box 39, Sydney, NSW 2001

14 September 2017

Submission for proposed WestConnex M4-M5 Link

I strongly object to the whole of the WestConnex Project, including the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

1. Leichhardt Environmental issues - Substation and water treatment plant:

The EIS proposes that 'treated' water from the tunnel will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location.

This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. I object in the strongest terms to this proposal on environmental and health reasons.

2. Presence of Substation and water treatment plant – Leichhardt:

There is no detail in the EIS about the impact of the ongoing Motorway maintenance activities during operation provided (noise, vibrations, hours of operation, workers on site etc). The community therefore cannot comment on the impact that this permanent facility will have on the amenity of the area.

The erection of this facility should not be approved on the basis that no information is provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.

3. Out-of-hours and night work – Leichhardt:

As Darley Rd is highly congested during the day time, it is likely there will be frequent out of hours and night work. The EIS as drafted effectively permits out of hours to be undertaken whenever this is convenient to the contractor. This will create an unacceptable impact on those living close to the site.

It is unacceptable to not provide limits and clear rules on such work.

4. Flooding – Leichhardt:

The EIS states that there may be impacts from flooding which, amongst other things, may disrupt drainage systems. Darley Road is in a flood zone and there have been ongoing issues with flooding requiring remedial work.

This proposal creates an unacceptable risk of flooding and associated damage and a major tunnelling site should not be permitted on this site on this ground. There is no detail as to how the issues with flooding at Darley Road will be managed or the potential impact on the area.

5. Disruption to road network – Leichhardt:

The EIS states that there will be 'impacts' "that would affect the efficiency of the road network". No detail is provided in the EIS as to how cars will be able to access and cross the City West Link once 170 vehicles (heavy and light) access the site on a daily basis.

It belies common sense how this can even be considered, given its impact on commuter times.

Kelly Brittain
Haberfield NSW 2045

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Kelly Brittain (object)
Attachments: 224353_WestConnex M4-M5 Link Submission 3_2017Sep14_1153.pdf

From: system@accelo.com On Behalf Of "Kelly Brittain"
Sent: Thursday, 14 September 2017 11:54:17 AM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Kelly Brittain (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kelly Brittain
[REDACTED]

Address:
[REDACTED]

Haberfield, NSW
2045

Content:

I strongly object to the whole of the WestConnex Project, including the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the reasons provided in the attached document.

[REDACTED]
Submission: Online Submission from Kelly Brittain (object)
https://majorprojects.accelo.com/?action=view_activity&id=224353

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

Director Transport Assessments
Planning Services, Department
of Planning and Environment
GPO Box 39, Sydney, NSW 2001

14 September 2017

Submission for proposed WestConnex M4-M5 Link

I strongly object to the whole of the WestConnex Project, including the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

1. Acquisition and demolition of Dan Murphys:

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016.

This is maladministration of public money and the tax payer should not be left to foot the compensation bill in these circumstances. It is also wasteful that several million dollars was spent on renovations, for the entire structure to be demolished less than 18 months later.

2. Night works – Leichhardt:

The EIS states that to minimize disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact on residents.

It is unacceptable that a highly unsuitable site has been selected. And, instead of a proper plan to manage traffic, the EIS contemplates work simply occurring at night.

This, I object to in the strongest terms.

3. Additional facilities:

The EIS states that the contractor may decide upon additional 'construction ancillary facilities' to the 12 identified in the EIS.

The EIS should not be approved on the basis that there may be more unidentified sites taken, as residents will have no opportunity to comment on their impacts.

4. Permanent substation and water treatment plant:

Residents on Darley Rd opposite the site and residents in Hubert St will have a direct line of sight to the Motorway operation infrastructure. The resultant impact is a permanent degradation of the visual environment, a loss of amenity and is detrimental to the community.

This facility should not be permitted in this location and the EIS needs to demonstrate why it is required at this site.

If approved, the facility should be moved to the north of the site out of line of sight of residents. The residual land should be returned for community purposes, such as green space, with future commercial uses ruled out.

If the community is forced to endure 5 years of severe disruptions due to this toll road, the compensation should, at the very least, result in the land being returned to the community as green space.

5. Noise mitigation – Leichhardt:

The noise mitigation proposed in the EIS is unacceptable. No detail of noise walls is provided, giving residents no opportunity to comment on whether final impacts are acceptable. This is despite the fact 36 homes are identified in the EIS as severely affected by construction noise.

The acoustic shed proposed is of the lowest grade and does not cover the entire site, resulting in noise impacts from the movement of trucks in and out of the tunnel access point.

Kelly Brittain
Haberfield NSW 2045

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Kelly Brittain (object)
Attachments: 224355_WestConnex M4-M5 Link Submission 4_2017Sep14_1154.pdf

From: system@accelo.com On Behalf Of "Kelly Brittain"
Sent: Thursday, 14 September 2017 11:55:18 AM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Kelly Brittain (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kelly Brittain
[REDACTED]

Address:
[REDACTED]

Haberfield, NSW
2045

Content:

I strongly object to the whole of the WestConnex Project, including the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the reasons provided in the attached document.

[REDACTED]
Submission: Online Submission from Kelly Brittain (object)
https://majorprojects.accelo.com/?action=view_activity&id=224355

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

14 September 2017

Submission for proposed WestConnex M4-M5 Link

I strongly object to the whole of the WestConnex Project, including the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

1. Construction hours – Leichhardt:

The EIS states that works affecting parts of the surface road network 'subject to high traffic volumes' will occur out of hours. As Darley Road falls into this category it is likely residents will be subjected to regular out of hours works. This is an unacceptable impact given the EIS provides for 10 weeks of surface works.

2. EIS is 'indicative only':

The EIS states that the EIS is indicative only and can be subject to change by the contractor. In addition, the community will have no opportunity to comment on the detailed designs, nor on the preferred Infrastructure Report.

The EIS should not be approved as it does not give the community a meaningful opportunity to comment on the impacts to which it will be subject to as a result of this project.

3. Lack of information:

The EIS sets out the 'consultation' which has occurred with the community over the past 12 months. However, these consultation sessions have not provided any meaningful information.

No detail is provided as to how impacts will be managed. For example, the traffic will be subject to a traffic management plan. What if traffic cannot be managed to an acceptable level at Darley Road? The EIS does not provide any assurance that impacts such as congestion caused by the addition of 170 vehicle movements a day at the Darley Road site will be managed to an acceptable level.

4. Blackmore oval:

The EIS states that Blackmore Oval was not taken for this project as a result of feedback from the community. I understand that the site was unsuitable for tunnelling as it suffered from flooding and was ruled out on this basis.

The EIS contains misrepresentations.

5. Flooding – Leichhardt:

Darley Road and adjacent streets such as Hubert St are exposed to flooding. The flood impact will be exacerbated by the disruption or blockage of existing drainage networks, which are risks identified in the EIS.

The EIS has not assessed whether the identified risk to the existing drainage network will cause increased risk of flood damage to flood lots and it fails to take account of the Inner West Council's Leichhardt Floodplain Risk Management Plan which contains recommended flood modification options.

The EIS has not assessed whether its drainage infrastructure will impede the Inner West Council's Leichhardt Floodplain Risk Management Plan option HC_FM3 to lay additional pipes/culverts from Elswick Street to Hawthorne Canal (via Regent Street and Darley Road).

RMS has not assessed whether its drainage infrastructure will impede Inner West Council's Leichhardt Floodplain Risk Management Plan option HC_FM4 to lay additional pipes/culverts from William Street to Hawthorne Canal via Hubert Street and Darley Road.

The EIS should not be approved as it has not properly explained or assessed these impacts.

6. Leichhardt North Light Rail:

The presence of hundreds of trucks and heavy machinery at the Darley Road site will make it difficult and hazardous for pedestrians to access the light rail.

There is no detail in the EIS as to how this impact will be managed and the EIS should not be approved without properly identifying management strategies for this risk.

Kelly Brittain
Haberfield NSW 2045

From: [REDACTED]
Sent: Mon, 25 Sep 2017 05:12:01 +0000
To: [REDACTED]
Subject: FW: Submission Details for Kelly Brittain (object)
Attachments: 225311_Submission-WestConnex-Stage-3-M4-M5-Link_2017Sep25_1511.pdf

From: system@accelo.com On Behalf Of Kelly Brittain
Sent: Monday, 25 September 2017 3:11:41 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Kelly Brittain (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kelly Brittain
[REDACTED]

Address:
[REDACTED]

Haberfield, NSW
2045

Content:
Submission Attached

IP Address: [REDACTED]
Submission: Online Submission from Kelly Brittain (object)
https://majorprojects.accelo.com/?action=view_activity&id=225311

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

SUBMISSION ON WESTCONNEX STAGE 3 M4-M5 LINK CONCEPT DESIGN (RELEASED MAY 2017)

SUMMARY

I strongly object to and oppose to all three stages of WestConnex. This expensive toll road project condemns the Greater Sydney community to a future of worsening congestion and increasing tolls.

The justification for WestConnex (including the business case) is non-existent and the project is an unmitigated disaster.

One of the most significant risks to the future viability of our city centre is congestion. The business case for WestConnex makes clear it will dramatically increase congestion which is a significant threat to our future liveability and to investment in our Global City.

It also threatens the health and safety of the entire Inner West Community.

To date, the NSW Government has provided no real assessment of alternative options where investment in additional capacity will best meet the identified future transport needs.

The NSW Government has failed to provide a sound justification for the current design of WestConnex. The whole premise of the current proposal – to reduce congestion for people in Western Sydney – is blatantly false.

The business case and data shows:

- WestConnex will save most western Sydney users only five minutes or less;
- It will reach capacity in just eight years;
- In many cases catching public transport will remain a faster way to move around; and
- Public transport use is growing rapidly.

The business case also shows that only one per cent of daily trips in the Sydney region will benefit from WestConnex.

The NSW Government has provided no clear articulation of the future transport needed that the WestConnex project addresses and has provided little credible evidence or data to justify the solutions being proposed.

It does not provide a direct, fast or safe connection to Port Botany for freight or a design solution for Port Botany.

The M4-M5 Link is designed as one component of the WestConnex program of works, with the final phase being the Sydney Gateway (the Gateway). The Gateway is a connection between the St Peters Interchange and the Sydney Airport and Port Botany precincts without which the supposed benefits of the M4-M5 Link cannot be realised.

The current design doesn't serve this original purpose. Despite the Government's enthusiastic support for the Sydney Gateway project, in reality it remains a project in name only. There is no information available about it, no preliminary design, which raises questions about whether the project is feasible, particularly given the technical challenges involved.

The completion of the M4-M5 Link without the Gateway means the primary goal of completing the link between Sydney's west and south-west with Sydney Airport and the Port Botany precinct will have failed.

The entire WestConnex M4-M5 Link Concept Design (Concept Design) is based on incomplete and out of date assumptions that invalidate its design.

Recent announcements regarding the delivery of the F6, Western Harbour Tunnel and Northern Beaches Link require revisiting of the concept.

There have been repeated failures in using traffic models to accurately predict motorway demand. In Sydney, that includes the M2, M4, M5, Lane Cove Tunnel, Sydney Harbour Tunnel and the Cross City Tunnel being incorrect. The real usage has been as little as around a third of the prediction. Therefore a precautionary approach is justified.

WestConnex will have significant impact on surrounding communities.

The increased traffic resulting from this project will reduce urban amenity and increase local road congestion for motorists, and will materially affect the efficiency of public transport.

The planning approvals and consultation process is flawed

Overall I am extremely dissatisfied with the lack of detailed information in the Concept Design which precludes one's ability to comment in full. I expect that should an Environmental Impact Statement (EIS) be developed, that it will provide all the relevant information the public needs to assess the project comprehensively.

RESPONSE TO SECTION 4 – PURPOSE OF THE DESIGN CONSULTATION

WestConnex seeks comment on a number of related plans and activities including the delivery and implementation of active transport connections, the masterplan for the Rozelle Rail Yards and landscape treatments. However the level of detail provided falls well short of a Reference Design the Government promised would be delivered prior to the release of the M4-M5 Link EIS and precludes considered feedback.

RESPONSE TO SECTION 5 – WE ARE LISTENING

No compelling case exists for WestConnex, it should be halted pending an enquiry and neither the New M5 nor the M4-M5 Link should proceed.

RESPONSE TO SECTION 6 – CONSTRUCTION

The community's experience of construction activities related to WestConnex demonstrates

the need to more effectively manage construction impacts. These impacts can be severe and long lasting, placing increased stress on local residents and businesses. Roads and Maritime Services (RMS), as the project proponent, must take responsibility for construction impacts including the work and behaviour of contractors and sub-contractors.

RESPONSE TO SECTION 7 – VENTILATION FACILITIES

The Concept Design states that the ventilations systems are designed to have zero portal emissions however with increases in traffic over the next decade, congestion at the portals, especially at peak traffic hours will most likely form concentrated zones of vehicular exhaust emissions. More details are required, including information based on in-tunnel ventilation modelling, to understand the full impact on local communities before we can respond fully to what is being proposed.

I am concerned that the ventilation facilities will be unfiltered, even if this complies with regional air quality standards, and believe that filters should be applied.

RESPONSE TO SECTION 13 – ROZELLE

The Rozelle Interchange connections will place increased traffic on to the Anzac Bridge and the east west roads through the Sydney city centre.

The Rozelle Interchange concept also raises a number of safety concerns. The complexity of the underground road network must be closely examined to ensure safety and appropriate emergency systems are in place. It is noted that while road tunnels are relatively common throughout the world, major underground motorway interchanges are not.

To date there are no safety standards applying to the evacuation of such tunnels, and there is no precedent for such an interchange. The State must, therefore, undertake sufficient analysis and develop appropriate response plans for all likely contingencies that would halt traffic, require an emergency response or require evacuation.

The Concept Design's lack of detail raises questions about the exact implications for the local road network in this area when the M4-M5 Link opens. In particular what happens to the extra traffic on Anzac Bridge and along the Crescent from the induced traffic resulting from WestConnex? Further details are also required about the planned lane widths and speed on the Crescent and whether a noise wall along the City West Link Road has been considered.

I am concerned that the project may require an upgrade of the Western Distributor. Modelling must be undertaken to demonstrate that the Western Distributor has capacity to accommodate increased traffic induced by the project without the requirement for future upgrades and without reducing the economic capacity of the adjacent land uses.

I do not support any traffic, intersection, lane number, width or speed upgrades of the Crescent and modelling must be provided to show that upgrades will not be required.

Noise modelling of sensitive receivers along the City West Link Road must be undertaken and mitigation measures identified.

The inclusion of the Western Harbour Tunnel stubs in Rozelle is premature given that the Western Harbour Tunnel is only in the early stages of planning with public consultation ongoing. The Western Harbour Tunnel stubs is a major addition to the motorway program of works and has not been included in the WestConnex Business Case and should not be included in the M4-M5 Link.

The Concept Design does not say what traffic analysis is being carried out, and by whom, nor does it address questions about capacity on Anzac Bridge, whether the M4-M5 Link will enable the removal of heavy vehicles from the City's local roads and, if so, how this will be enforced. If the M4-M5 does proceed the City will be requesting that the current heavy vehicle route be modified, with heavy vehicles being required to use WestConnex as a by-pass, thereby removing heavy vehicles in Botany, Wyndham, Abercrombie and Wattle Streets.

RESPONSE TO SECTION 14 – ENVIRONMENTAL IMPACT STUDY

Generally, the Concept Design does not include comment on the impact on local environmental values relating to biodiversity impacts resulting from the M4-M5 Link. Rather, the public are referred to the EIS for a description of how environmental and community impacts including air quality, noise, vibration and traffic will be managed.

CONCLUSION

There is no compelling case for WestConnex and neither the New M5 nor the M4-M5 Link should proceed. The study as presented is so lacking in detail or justification that it would be improper to consider it a true public consultation document, it serves more as promotional material. The serious omissions must be addressed in any subsequent EIS.

This project should be halted immediately and an in- depth analysis of the long-term viability of Stage 2 and 3 of WestConnex works be carried out.

Kelly Brittain
Haberfield NSW 2045

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Peter Sainsbury (object)
Attachments: 224409_Political Donations form 15-16_2017Sep15_0939.pdf

From: system@accelo.com On Behalf Of "Peter Sainsbury"
Sent: Friday, 15 September 2017 9:40:38 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Peter Sainsbury (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: yes

Name: Peter Sainsbury
[REDACTED]

Address:
[REDACTED]

Darling Point, NSW
2027

Content:

I wish to express my objection to the proposed WestConnex M4-M5 link. Briefly I believe:
 1 that the proposal is not a viable solution to traffic and transport problems in Sydney. Evidence demonstrates that bigger roads simply induce more traffic and congestion is as bad as ever very soon. Cities around the world have recognised this and are removing city freeways not building new ones.
 2 that the roads will increase air pollution and damage health. Air pollution is already a major cause of illness and premature death in Australia.
 3 that the roads individually and collectively will split and destroy suburbs and local communities. This will be a terrible outcome.
 4 that if the proposal is built it will seriously limit future transport options in Sydney.
 5 that the tolls that will be imposed are unjustifiable and unjust.

Sydney City Council has proposed an alternative solution to the problems supposedly being tackled by the M4-M5 link. I believe that this warrants a full analysis.

[REDACTED]
 Submission: Online Submission from Peter Sainsbury (object)
https://majorprojects.accelo.com/?action=view_activity&id=224409

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

Major Political Donor disclosure form

This form must be completed by the donor. This is the person **OR** entity who paid for the donation.
Please print within the boxes using block letters.

Relevant disclosure period

1 JULY 2015

DISCLOSURE PERIOD COMMENCES

30 JUNE 2016

DISCLOSURE PERIOD ENDS

Donor details

COMPLETE EITHER OPTION 1 **OR** OPTION 2

Option 1: If donation was made by an individual

Peter Geoffrey

DONOR GIVEN NAME

Sainsbury

DONOR SURNAME

27 / 5 / 51

DONOR DATE OF BIRTH

7/17 Sutherland Crescent

RESIDENTIAL ADDRESS

Darling Point

NSW

2027

SUBURB

STATE

POSTCODE

as above

POSTAL ADDRESS (indicate 'as above' if same as residential address)

SUBURB

STATE

POSTCODE

peter.sainsbury@sswahs.nsw.gov.au

EMAIL

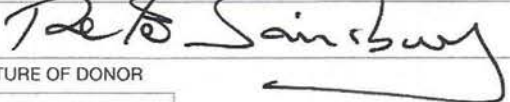
0293635420

PHONE NUMBER

Peter Geoffrey Sainsbury

DONOR FULL NAME

Declare that all donations made during the relevant disclosure period have been disclosed, and the information contained in this disclosure and any attachments is true and correct. I understand that giving information which I know is false or do not reasonably believe is true, is an offence.



SIGNATURE OF DONOR

25 / 3 / 17

DATE

Option 2: If donation was made by an entity

ENTITY NAME (Registered Business Name of Entity, Trust Fund or Foundation)

REGISTERED BUSINESS NUMBER (i.e. ABN/ACN)

REGISTERED BUSINESS ADDRESS OF ENTITY

SUBURB

STATE

POSTCODE

POSTAL ADDRESS OF ENTITY (indicate 'as above' if same as residential address)

SUBURB

STATE

POSTCODE


EMAIL

PHONE NUMBER

I  on behalf of
FULL NAME OF AUTHORISED SIGNATORY*

ENTITY NAME

Declare that all donations made during the relevant disclosure period have been disclosed, and the information contained in this disclosure and any attachments is true and correct. I understand that giving information which I know is false or do not reasonably believe is true, is an offence.



SIGNATURE OF AUTHORISED PERSON (on behalf of entity)

DATE

*Refer to last page to understand who is responsible for signing the declaration

Please note that this page is NOT made available for public view.

OFFICE USE ONLY

RECEIVED BY

FILE NO

FADMS DISCLOSURE RECORD NO

Peter Geoffrey Sainsbury

DONOR FULL NAME, ENTITY NAME, TRUST FUND OR FOUNDATION

If the donation was made by an **unincorporated association**, list here the names and addresses of the members of the executive committee (however described) of the association.

[illegible]

If the donation was made out of a **trust fund** or **foundation**, list here the names and addresses of the trustees of the fund or of the foundation.

[illegible]

**If more space is required please attach an additional list in the same format.
Once completed, please print, sign and forward to the New South Wales Electoral Commission.**

PS

Major Political Donor disclosure form

Peter Geoffrey Sainsbury

DONOR FULL NAME, ENTITY NAME, TRUST FUND OR FOUNDATION

Part A: Reportable political donations (not made at a fundraising function or venture)

Enter here any reportable political donations made by the donor to a NSW political party, candidate (state or local government), group of candidates, elected member (Member of Parliament or local government councillor) or third-party campaigner during the relevant disclosure period.

| Date donation was made | Recipient of donation (i.e. NSW political party, candidate, group, elected member, councillor or third-party campaigner) | Purpose (i.e. State/LG/Admin) | Receipt no. | Gift type (i.e. monetary/non-monetary) | Amount or value of donation (\$) |
|------------------------|---|----------------------------------|-------------|---|----------------------------------|
| 28/07/2015 | The Greens | Admin <input type="checkbox"/> | 212855 | Monetary <input type="checkbox"/> | 200.00 |
| 13/02/2016 | The Greens | Admin <input type="checkbox"/> | 243530 | Monetary <input type="checkbox"/> | 280.00 |
| 21/03/2016 | The Greens | Admin <input type="checkbox"/> | 252329 | Monetary <input type="checkbox"/> | 210.00 |
| 09/06/2016 | The Greens | Admin <input type="checkbox"/> | 276846 | Monetary <input type="checkbox"/> | 700.00 |
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| TOTAL | | | | | \$ 1,390.00 |

Part B: Reportable political donations made at a fundraising function or venture

Enter here any reportable political donations made by the donor to a NSW political party, candidate (state or local government), group of candidates, elected member (Member of Parliament or local government councillor) or third-party campaigner as part of a fundraising function or venture during the relevant disclosure period.

| Date donation was made | Recipient of donation (i.e. NSW political party, candidate, group, elected member, councillor or third-party campaigner) | Name and location of the function or venture with a brief description of the purpose of the fundraiser | Purpose (i.e. State/LG/Admin) | Receipt no. | Gift type (i.e. monetary/non-monetary) | Amount or value of donation (\$) |
|------------------------|---|--|----------------------------------|-------------|---|----------------------------------|
| | | Not relevant | | | | |
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| TOTAL | | | | | | \$ 0.00 |

If more space is required please attach an additional list in the same format.

Once completed, please print, sign and forward to the New South Wales Electoral Commission.

RS

Major Political Donor disclosure form

Lodgement date

This disclosure form must be completed and lodged with NSWEC no later than **20 October 2016**.

Penalties apply for failing to lodge a valid disclosure.

Disclosures and enquiries

Disclosures and enquiries should be addressed to:
New South Wales Electoral Commission (NSWEC)

Mail: GPO Box 4046, Sydney NSW 2001

Email: fdc@elections.nsw.gov.au

Tel: 1300 022 011

Fax: (02) 9290 5410

Office hours: Monday – Friday, 9am – 5pm

Definitions and notes

Major political donor: means an entity, or other person (not being a party, elected member, group or candidate) who makes a reportable political donation of or exceeding \$1,000.

Reportable political donation: means a political donation of or exceeding \$1,000 (or separate political donations made by the entity or person to the same recipient in the same financial year, which added together comes to \$1,000 or above) made by a major political donor to or for the benefit of a party, elected member, group, candidate or third-party campaigner. Reportable political donations can be monetary or non-monetary (in kind).

Do not disclose any donations that were made for the sole purpose of a *Federal election*.

Checklist

Please ensure that:

- ☒ Either option 1 or option 2 has been completed under the heading 'donor details'.
- ☒ The disclosure is signed and dated by the donor whose details appear in the 'donor details' section.
- ☒ Part A and Part B are completed depending on whether the donation was made at a fundraising event.

Who should sign the declaration on page 1?

| Type of donor | Authorised signatory for the declaration |
|-----------------------------|---|
| An individual person | The individual |
| A Corporation | A proper officer as defined by the <i>Corporations Act 2001</i> |
| An incorporated association | The public officer of the association |
| An unincorporated body | An office holder or a member of the Committee or Board |
| A sole trader | The individual who is the sole trader |
| A partnership | A partner |
| A trust or foundation | The trustee |

95

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Roisin Kelly (support)

From: system@acelo.com On Behalf Of "Roisin Kelly"
Sent: Friday, 15 September 2017 10:26:15 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Roisin Kelly (support)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Roisin Kelly
 [REDACTED]

Address:
 [REDACTED]

Glebe, NSW
 2037

Content:

I can appreciate the need to link the M4 and M5 and I would support the mainline tunnels including connections for another harbour tunnel in the future.

I cannot understand why the proposal includes duplicating Victoria Road between the Iron Cove and ANZAC Bridges or why a major interchange is proposed at Rozelle. These components will clog roads that are already heavily congested which the EIS says will further delay buses into the CBD.

The existing traffic section of the EIS shows important traffic (like businesses, supplies, utilities, etc) are a small component of overall traffic, around 12% near the airport and about 5% on other corridors and areas around proposed interchanges. This suggests traffic crucial for growth, jobs and productivity is clogged among other traffic such shopping, visits, parental ferrying to tutoring and school, people driving to uni, work, parks, gyms, etc. More roads should not be provided for these trips. They need to be changed over time with land use changes, public transport serving cross suburban movements, demand management, etc and many these initiatives are happening now and will produce outcomes eventually (such as metro proposals, bus changes, district plans, etc). Building high-impact roads to make busy roads more congested cannot be overturned once it's complete.

The mainline tunnels linking M4 and M5 should be considered.

The land for the proposed Rozelle interchange should be used for housing and jobs as intended by The Bays plan along with the West Metro station below. This would be sound transit-orientated development as is occurring all over the world including Sydney (Chatswood, Parramatta, Central to Eveleigh, Bondi Junction, Rhodes).

Establishing the Greater Sydney Commission seemed to be a step in the right direction for Sydney planning - important, necessary and overdue - and this project should not undermine that. I'm worried this project is proposed by a government keen to be seen doing things (and perhaps rubbing-the-noses of

Greens and independent voters in their own shit because they love driving too despite their posturing) however it's not right for Sydney to remain a great international city.

Thank you



Submission: Online Submission from Roisin Kelly (support)

https://majorprojects.accelo.com/?action=view_activity&id=224417

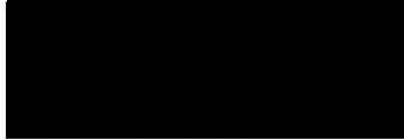
Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From:
Sent:
To:
Subject:

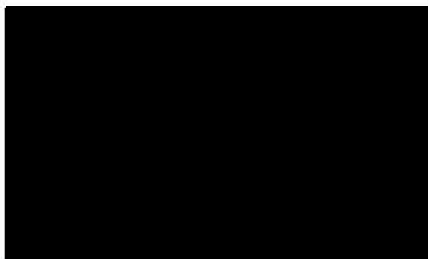


From: system@accelo.com On Behalf Of [REDACTED]
Sent: Saturday, 16 September 2017 3:33:17 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no



Content:

Currently Callan Street Rozelle is posted as a Shared Zone with a posted 10km/h speed zone. The realignment of Victoria Road will greatly effect the speed differential between it (60km/h) and Callan Street (10km/h) by moving the distance down Callan Street at which vehicles can achieve the posted speed of 10km/h. This is a road safety issue.

I request that the proponent investigate the following

1) That Callan Street / Victoria Road entry be turned into a Cul-De-Sac with landscaping treatment.

And

2) That Callan Street be formally turned into a shared zone by the use of different road surface along Callan Street. A "Give Way To Pedestrians" pavement markings at each entry point. As shown on Page 8 of RMS TTD 2016/001 February 2016.

3) That the Proponent also investigate the above for Springside Street / Victoria Road.



https://majorprojects.accelo.com/?action=view_activity&id=224518

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

NSW Department of Planning
GPO Box 39
Sydney NSW 2001



<https://westconnexactiongroup.good.do/makeyoursubmissiontothewestconnexm4m5eis/Submission-to-WestConnex-New-M4M5/>

Feedback on EIS for WestConnex M4-M5 Link (Application Number SSI 16 7485)

Thank you for the opportunity to give my feedback on the EIS for WestConnex M4-M5 Link. I oppose the project and outline my major concerns below, particularly those related to Rozelle Public School (the School) as a sensitive receptor.

Ventilation: Air pollution

WestConnex proposes unfiltered tunnel ventilation outlets of unknown heights: one approximately 250m northwest and three others approximately 700m south of the School. At present there is insufficient detail or evidence of analysis to determine the impact to the children at the School. Please provide the following:

- An analysis of current traffic volumes at 9am, noon and 3pm on Victoria Road adjacent to the school, and projected traffic analysis for school days both on Victoria Road adjacent to the School, and for both a tolled and toll-free Iron Cove Link tunnel adjacent to the School, at 9am, noon and 3pm, by commercial and non-commercial vehicle type,
- Evidence of current air pollution levels at the School from 9am, noon and 3pm for all school days in the past year, and the projected levels of air pollution at the School post-construction at 9am, noon and 3pm on day one, year one, year five and year ten, including carcinogenic diesel particulates, PM 2.5 particulates, and any other relevant measurement,
- Details of the prevailing wind and other relevant weather conditions at the School for each day in the past year,
- The final design of the 4 ventilation shafts proposed for Rozelle, including the height, diameter, façade and exact location, and a commitment that all ventilation shafts in Rozelle will be filtered for PM2.5,

Air pollution, noise and vibration during construction

Four to five years of construction works is proposed, including work as close to the School as Wellington Street, constructing the Iron Cove Link tunnel entrance and exit on Victoria Road approximately 250m from the School, with tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of their entire primary school education - during the entire time that our children are present on school grounds or at home.

Please provide a construction plan to include specific commitments and plans to:

- Limit negative impacts on our children's abilities to learn and play during these times,
- Eliminate noise at pre-school infants' nap-times and during tests at the School
- Minimise the impact of construction children's physical health, stress levels, and the impact on those with pre-existing respiratory conditions,
- Ensure children living within 500m of construction are able to receive full nights of sleep, as lack of sleep leads to tiredness and proven difficulty learning.

Soil pollution in construction

Please provide specific plans that ensure that construction will not cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and specific plans to eliminate the spread of soil contaminants throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

At present there is insufficient traffic management detail to ensure the safety to the children at the School both during construction and operation. Please provide the following:

- A traffic plan concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road and footpath users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic,
- Details of traffic modelling concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road users, including buses, pedestrians and cyclists during operation whilst the Iron Cove Link is toll-free, and if the Iron Cove Link is tolled in future, including any potential rat runs created by road users avoiding tolls,
- A traffic plan to maximise our children's health and safety and ability to walk to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park, and the School swim carnival at Drummoyne pool,
- Details of the impacts on bus routes and stops, and cycle paths and footpaths within 500m of construction, including but not limited to Victoria Road during construction and operation,
- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

Other major concerns I have include:

For the sake of our community, our families, and our children, I hope you will be able to consider and address these important concerns.

Yours Sincerely,

Signature:

I allow / do not allow for my personal details to be published.

I have not made a reportable political donation over \$1000 in the past 2 years.

Name:

Address:

Email:

From: [REDACTED] <campaigns@good.do>
Sent: Tuesday, 5 September 2017 7:29 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 16_7485 Submission to WestConnex New M4/M5 EIS

I strongly object to M4/M5 toll road and the entire WestConnex of which it is a part, and ask that you reject this proposal on the basis of this environmental impact statement (EIS).

WestConnex is the wrong solution at the wrong time for Sydney. It is a shameful waste of resources that will not solve traffic congestion in Sydney. Indeed in many places it will make it worse. There has been no transparency in the entire process and very little information has been made available on impacts to the community.

I have watched appalling environmental and social impacts unfold after your Department approved the M4East and New M5 projects. Hundreds of homes and thousands of trees have been destroyed. Residents left behind have confronted severe impacts of noise, dust and odours that were underestimated or ignored in the previous EIS. The communities of Haberfield and St Peters should not be subjected to further five years of devastation and distress.

I am concerned that engineering firm AECOM that was responsible for these other EIS and that has a poor record with estimating traffic for tollroads is again responsible for this EIS.

The EIS admits to being little more than a concept design. NSW Planning should not approve a project which has hundreds of uncertainties and risks which are yet to be resolved. I am disturbed that three layers of tunnels under homes in Rozelle would even be considered without a clear and transparent construction plan.

I call on NSW Planning to reject this EIS and advise the Minister for Planning to call for a halt and transparent review of WestConnex and this deeply flawed planning process.

Yours sincerely, [REDACTED]

_____ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED] at [REDACTED]

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From: [REDACTED] <campaigns@good.do>
Sent: Saturday, 14 October 2017 10:00 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I am horrified by what WestConnex will do to my local community as well as not provide the benefits to the people out west that they are expecting. The pollution concerns and the traffic concerns are valid and this project needs to stop. There has been no transparency about decisions or contracts. It is wrong and needs to stop.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning must reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

The EIS is based on an indicative design and has insufficient detail for the impacts to be properly assessed and addressed, and the public consultation has been woefully inadequate.

The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. This means the community will have limited say in the management of the impacts identified in the EIS. The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions.

I object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it. This EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed.

The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street would greatly increase during the construction period and also be greatly increased if Stage 3 were ever completed. It states that Stage 3 would do nothing to improve traffic congestion in the area, in fact it will add to the problem. Many of these areas are already congested at peak times. Even the EIS recognises that this would have a negative impact on the local area as more and more people try to avoid the congestion by using rat runs through local streets.

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

I object to the use of Darley Rd, Leichhardt as a drive site. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges and anyone who have driven there knows, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks

and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis cannot be approved.

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

We are also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

Reductions of volumes of traffic on Parramatta Rd, King Georges Road or the existing M5 are asserted but the model which projects these effects is not provided for scrutiny or independent assessment. The model's margin for error is not stated. The rest of the benefits all depend on the asserted traffic reductions generating improved travel times and better bus services or freight movement etc. So far the experience of the growth of traffic on Parramatta Rd in response to the re-imposition of tolls on the widened section of the M4 gives us leave to doubt these touted benefits.

There is reference in the EIS to the WestConnex Road Traffic Model version 2.3 (WRTM v2.3), a strategic traffic model that has been used in the traffic analysis. This model was developed by the NSW Roads and Maritime Services who have constantly pushed a motorway agenda to the disadvantage of the development of more public transport. There is insufficient explanation of the nature of the model, where it can be accessed and what function it plays in the analysis. There is no clear explanation of how the assumptions that underpin the WRTM have changed between EIS stages. Since so much else in the EIS including noise and air quality predictions are dependent on this forecasting, the lack of transparency makes it difficult for the EIS to be subject to independent critique.

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of much more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. I am appalled that these odours are predicted to possibly continue if Stage 3 is approved. No community should be treated in this manner.

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So we will have to put up with the exhaust from the tunnels and the additional car emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

I am also concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more

above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods.(Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to seriously research the current impacts on residents, measure what the cumulative impacts would be or make suggestions that would mitigate the cumulative impact of these prolonged periods of construction noise exposure.

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection. The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner Council Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site 9 James St and City West Lick, based on TfNSW's own data, is the third most dangerous intersection in the inner west. Despite that, SMC wishes to bring in 100 heavy vehicle movements a day, plus an additional 70 light vehicle movements. There have been two fatalities directly out front the proposed site and it belied belief that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish, my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, [REDACTED]

[REDACTED] This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED] at [REDACTED]

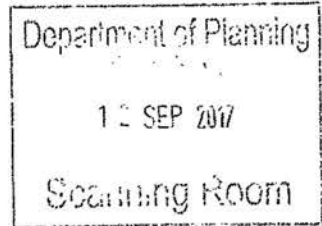
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3/125 Darling St,
Balmain
NSW 2041



10th September 2017.

Attention: Director
Infrastructure Projects, Planning Services
Department of Planning and Environment
GPO Box 39, Sydney NSW 2001



Dear Sir or Madam,

I wish to lodge my objections to the West Connex Project and the specific West Connex M4-M5 link as contained in the EIS application.

This proposal will have very negative health implications for the local community due to increased Carbon Monoxide levels, further traffic problems in a highly populated area and environmental degradation due to the decrease in vegetation in an already over developed area.

I am appalled by this proposal and urge you not to go ahead with it.

Yours sincerely,



Jennifer J Toisuta.

From: Wendy Bacon <campaigns@good.do>
Sent: Monday, 4 September 2017 5:58 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I am appalled by the undemocratic planning of WestConnex that I believe is an unfolding urban disaster. The whole concept is based on motorists (not necessarily the ones who will benefit) paying tolls to a profit making company for decades.

I strongly objected to the M4/M5 EIS as I did to the M4 East and the New M5 as did thousands of other citizens. But they were approved and now people are having to living with breaches of conditions, that NSW Planning does not have the resources to enforce.

I ask that you reject this proposal on the basis of this environmental impact statement (EIS).

The costs of Westconnex are escalating. It is a shameful waste of resources that will not solve traffic congestion in Sydney. Indeed in many places it will make it worse.

Hundreds of homes and thousands of trees have already been destroyed. Residents left behind have confronted severe impacts of noise, dust and odours that were underestimated or ignored in the previous EIS. The communities of Haberfield and St Peters should not be subjected to more years of devastation and distress, let alone similar impacts be imposed on thousands more residents.

The EIS admits to being little more than a concept design. NSW Planning should not approve a project which has hundreds of uncertainties and risks which are yet to be resolved. I am disturbed that three layers of tunnels under homes in Rozelle would even be considered without a clear and transparent construction plan.

I am concerned that engineering firm AECOM that was responsible for these other EIS and that has a poor record with estimating traffic for tollroads is again responsible for this EIS.

I am very concerned that WestConnex will lead to clearways in Newtown.

I am concerned that Darley Rd, a very dangerous traffic spot has been chosen as a construction site.

I do not believe that the Social and Economic Impact study is objective. It assumes benefits and glosses over negatives.

I call on NSW Planning to reject this EIS and advise the Minister for Planning to call for a halt and transparent review of WestConnex and this deeply flawed planning process.

Yours sincerely, Wendy Bacon 64 Gowrie St, Newtown NSW 2042, Australia

_____ This email was sent by Wendy Bacon via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834

we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Wendy provided an email address (wendybacon1@gmail.com) which we included in the REPLY-TO field.

Please reply to Wendy Bacon at wendybacon1@gmail.com.

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From: Wendy Bacon <campaigns@good.do>
Sent: Sunday, 24 September 2017 6:40 PM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I strongly object to this proposal and I therefore call on the NSW Minister for Planning not to approve this Environmental Impact Statement. It does not meet the requirements of the NSW Planning Secretary for the EIS and is deficient in many ways.

Apart from being 'indicative only' the entire document is based on approval of further toll roads to justify its case. These other proposals, such as the F6, are in draft form, not approved and, if they proceed, will not be open for years.

Building more tollways will create an intolerable economic burden on the people of Sydney.

There are less than two pages of analysis of toll avoidance in the EIS. The impact of rat running on local streets which is already a well-publicised issue with respect to the M4 widening, is not properly addressed. This is a direct and long-term impact of the project. There is no proper analysis of the impact of tolls or discussion of what enforceable obligations would be placed on the NSW government to address this issue.

The Rozelle Interchange is only a design concept. It involves three levels of tunnels crossing under densely settled old urban streets. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. SMC admit that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. A designer openly admitted that it was a concept that had been mandated politically and so far not been engineered. The community should not be placed at risk in this manner. It would be completely irresponsible to approve this EIS.

Rozelle would also be the site of an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I object to unfiltered stacks. I cannot understand why if the NSW government is spending so many billions of dollars, it cannot afford to filter the stacks. I completely reject that statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection.

The proposal for a drive-site on Darley Road is opposed by the Inner West Council, its traffic planners and the independent engineer appointed by the Council. The plan to run 170 heavy and light vehicle movements a day into a known accident blackspot is unfathomable. There is no detail in the EIS as to how this impact will be managed so that the community is not at risk.

This EIS has so many uncertainties and contains so little information that it should not even be accepted as an EIS. On important issues like impact on groundwater or risks of flooding, the EIS contains so little detail that it does not even meet the standards expected of an EIS. Details are postponed until after a construction

consortium is chosen. Only then will risks properly be identified. At that stage, Councils and the public will have no right to information or feedback.

The EIS does indicate that odours would continue in St Peters during Stage 3. These odours have already damaged community members' health. SMC has shown that it cannot comply with its EPA licence.

The WRTM model used for the traffic analysis has been found by independent research analysts to be deeply flawed. It has not been publicly released, which has made it impossible for its assumptions to be tested. I am concerned that a traffic model that is being used for such a huge public infrastructure project should not be regarded as "commercially in confidence."

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead. Haberfield that would have by 2023 endured 8 years of destruction and construction impacts would be also extremely congested near portals. The overlap in construction projects (up to 12 months) rates a two-sentence mention in the EIS. There is no analysis of this impact in the EIS, not any detail of the areas affected – and therefore no proposed mitigation.

The business case for this project, which depends on the payment of tolls, is looking very shaky. It will be the community who is left to pick up the tab if this wasteful and ill-conceived project is approved. The EIS does not engage with the critical review by SGS Consulting of the 2015 Updated Business case or with the City of Sydney's assessment that the Cost Benefit Ratio might be lower than 1:1.

I object to the negative social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5. This has not been properly assessed.

I am disappointed that the consultants did not do any actual research into the impacts on communities of the construction of the M4East and New M5. The term 'construction fatigue' is not adequately explained or assessed by consultants who are biased towards construction. I ask that you travel to St Peters and Haberfield and talk to residents – ask them if the impacts have been acceptably managed.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield, and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion. Already scores of heritage buildings have been destroyed. I oppose destroying anymore for this Stage of WestConnex.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases, it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is absurd to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

I object to Westconnex's analysis of alternatives, which amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to the fact that each Westconnex stage is being assessed separately so there is never any accurate assessment of cumulative impacts or an assessment of the overall benefit (if any) of the WestConnex toll road. At a political level, the NSW government may have seen it as desirable to keep adding tollways but NSW Planning should in the public interest adopt an independent approach and reject this EIS.

This EIS lacks critical information about plans, contains many uncertainties and identifies many risks but not how they will be resolved. I strongly urge the Secretary of NSW Planning to advise the Minister to reject this EIS,

Yours sincerely, Wendy Bacon 64 Gowrie St, Newtown NSW 2042, Australia

_____ This email was sent by Wendy Bacon via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Wendy provided an email address (wendybacon1@gmail.com) which we included in the REPLY-TO field.

Please reply to Wendy Bacon at wendybacon1@gmail.com.

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I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name:..... WANN KA COM

Signature:..... Healey Bacon

Please **include** my personal information when publishing this submission to your website **Declaration : I HAVE NOT** made any reportable political donations in the last 2 years.

Address:..... 64 Gowerie St.

Suburb:..... Mentmore Postcode..... 2042

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

◇ EIS 6.1 (Synthesis, Page 45) states. “..... *this may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval*”. It is unstated just who would have responsibility for such a “review(ed) for consistency”, and how these changes would be communicated to the community. The EIS should not be approved till significant ‘uncertainties’ have been fully researched and surveyed and the results (and any changes) published for public comment (ie : the Sydney Water Tunnels issues at 12-57)

◇ The assessment and solution to potentially serious problems described in the EIS at 12-57 (where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney’s eastern and southern suburbs) is “*based on assumptions about the strength and stiffness of the water tunnels given that limited information about the design and condition of these assets was available. Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water assets. A detailed assessment would be carried out in consultation with Sydney Water to demonstrate that construction of the M4-M5 Link tunnels would have negligible adverse settlement or vibration impacts on these tunnels. A settlement monitoring program would also be implemented during construction to validate or reassess the predictions should it be required.*” The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.

◇ The additional unfiltered exhaust stack on the north-west corner of the interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a

triangle between the two exhaust stacks on the south-western and north-western corners of the interchange. This is utterly unacceptable.

◇ Because this is still based on a “concept design” it is unknown how the communities affected will not know what is being done below their residences, schools, business premises and public spaces, particularly if the whole project is sold into a private corporation’s ownership before the actual designs and construction plans are determined. The EIS makes references to these designs and plans being reviewed but there is **NO** information as to what agency will be responsible for such reviews or whether the outcomes of such reviews will be made public. The communities below whose homes, business premises, public buildings and public spaces this massive project will be excavated and built will be completely in the dark about what is being done, what standards it is supposed to comply with, what inspection or scrutiny it will subject to, and whether the private corporations undertaking the work will be held to any liability by our government.

◇ The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than ‘indicative’ and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on ‘definitive’ information.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name:

WENDY BACON

Signature:

Wendy Bacon

Please include my personal information when publishing this submission to your website.

I HAVE NOT made reportable political donations in the last 2 years.

Address:

64 Gowrie St

Suburb:

Newtown

Postcode

2042

I object to the WestConnex M4-M5 Link proposals for the following reasons:

- I. It is stated that if congestion proves to be a problem then other solutions will have to be found. Other routes that are being considered will be using the Western Distributor, the Crescent, Victoria Rd, Ross St, Pyrmont Bridge Rd and Johnston St. The Crescent and Johnston St are clearly going to be used. This despite the fact that in a consultation those representing Westconnex assured residents of Annandale that neither Johnston St or Booth St would be used. It is expected that these routes will also be used for night transport. It is clear that it is unlikely that transportation routes shown in the EIS will be adhered to. This is unacceptable.
- II. The EIS at 12-57 describes possible disruptions of water supply to a vast area of Sydney as a result of tunnelling in the proximity of two major Sydney Water Tunnels in the Newtown area, stating "Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water Assets". Why has an EIS been published that infers that the tunnel alignments have been thoroughly surveyed and researched, when further survey work could dramatically alter the alignments in the future?
- III. The EIS states that traffic congestion around the St Peters Interchange is expected to be worse after completion of the M5 and the M4-M5 Link particularly in the evening peak hour. The EIS admits that this will have a "moderate negative" impact on the neighbourhood in increasing pollution (also admitted separately) therefore in health impacts, on safety for foot and cycle traffic but also for vehicles and on the local amenity.
- IV. The assessment and solution to potentially serious problems described in the EIS at 12-57 (where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs) is "based on assumptions about the strength and stiffness of the water tunnels given that limited information about the design and condition of these assets was available. Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water assets. A detailed assessment would be carried out in consultation with Sydney Water to demonstrate that construction of the M4-M5 Link tunnels would have negligible adverse settlement or vibration impacts on these tunnels. A settlement monitoring program would also be implemented during construction to validate or reassess the predictions should it be required." The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- V. The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Wendy Bacon

wendybacon1@gmail.com

Newtown NSW 2042 Australia

Your view on the application: I object to it

Attn: Secretary re WestConnex M4-M5 Link EIS, project number SSI 16_7485

I write to express my strong objection to the WestConnex M4-M5 Link EIS tollroad proposal.

Global experience of major toll roads demonstrates that these projects are enormously expensive and counter-productive. WestConnex will increase air pollution and global warming and encourage more car use, quickly filling the increased road capacity. It is not a sustainable solution to Sydney's congestion problem. The negative impacts on the health and well-being of local community's both in the construction and operation phases are unacceptable.

The fact that the State Government released this EIS just 2 weeks after submissions closed for comment on the M4-M5 Link Concept Design, undermines community confidence that this is a genuine consultation process.

The impending sale of over 51% of WestConnex means that the government will transfer the whole of WestConnex and the construction of M4-M5 Link project completely into the hands of a private company which will not give adequate protections to the community.

In particular I object to the M4-M5 Link because:

- 1) it will induce more traffic into the Inner West with increases in congestion on already highly congested major roads and increased congestion on local roads as commuters avoid the expensive tolls.
- 2) it will increase the negative health impacts by increasing toxic fine particle pollution especially in the vicinity of the unfiltered ventilation stacks which are located near schools and homes.
- 3) it will destroy the Rozelle to Balmain rail corridor thus removing the option for a rail link to the Balmain peninsula and the White Bay precinct.
- 4) it will impose significant and unsustainable tolls on western Sydney communities who will not have adequate public transport alternatives.
- 5) it will lead to the imposition of more clearways on high streets in the inner west which will destroy businesses and community amenity.
- 6) it will potentially damage significant aboriginal and non aboriginal heritage in the inner west.

Extra comments

Every day I read of the breaches of conditions and terrible impacts of the New M5 and M4 East projects. Now RMS and SMC want to approve a project design which is 'indicative only'. This means that there will be even more uncertainty and less accountability.

I do not accept that residents should be left to the mercy of contractors. In 2033, the EIS shows that there will be serious congestion near the St Peters Interchange.

When the New m5 was approved we were told there would be NO CLEARWAYS. Already that promise has been broken. The only reason that you would plan for Clearways is if you knew there would be congestion across the Inner West.

I have read the Department's Privacy Statement and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

I have not made a reportable donation to a political party.

Yours sincerely,

Wendy Bacon

From: Wendy Bacon <campaigns@good.do>
Sent: Monday, 16 October 2017 11:57 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal and urge the Secretary of Planning to advise the Minister to refuse the application. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS.

NSW Planning should recommend a halt to the planning process and an independent review of WestConnex before more billions are spent and more residents' lives are damaged. Residents all over Sydney, experts, Councillors and even potential investors have all queried the information supplied by the Sydney Motorway Corporation and NSW Roads and Maritime Services. In this situation, it would be unprofessional of NSW Planning to rubber stamp this inadequate document.

The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. Key decisions have been left open in this EIS. Not to allow consultation on the final choice of construction sites would further compromise an already inadequate consultation process.

SMC was required to consider alternatives. This section in the EIS is extremely superficial and fails to come to grips with debates in the field of transport planning. It is merely a justification for the project, not a genuine consideration of alternatives. The City of Sydney came up with a well thought out strategic plan prepared by expert transport planners NSW Planning must insist that this is not just ignored. To allow it to be ignored makes a mockery of the consultation process. Any responsible system of planning governance would require that. There should be no more rubber stamping of inadequate EIS documents.

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks. NSW RMS is currently reviewing its policy of unfiltered stacks. I was told this by RMS at a public EIS session. A draft of this review should be published for public comment before this planning process is completed. I reject the suggestion in the EIS that if the unfiltered stacks prove ineffective (how would this be measured?) it was be more efficient to build more unfiltered stacks. This is a shocking proposal.

It concerns me that there is no exhaust system from the tunnels between St Peters and Haberfield. This is a very long tunnel for no exhaust.

With four unfiltered emissions stacks in Rozelle, two in Haberfield (one each for the M4East and New M5) and two in St Peters, along with a large number of exit portals, residents of these area are concerned that they will suffer greatly from direct exposure to poisonous diesel particulates. The NSW government is relying on a Chief Scientists report to state that unfiltered stacks but at the same time they are reviewing the policy. Why would they be reviewing it if they are convinced that the unfiltered stacks are safe. Is it because more research has emerged about the carcinogenic properties of diesel particulates? This review should be open and transparent.

I am also very concerned about the impact of WestConnex on that residents and workers living near local roads which become even more congested as a result of WestConnex. There is research evidence that it is dangerous to live close to congested roads. There are for instance, many residents living near Frederick Street that would become increasingly congested if WestConnex continues to be built. I reject an approach to transport planning which allows a government authority to approve a project knowing that it will place some residents at increased risk of life threatening impacts.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. City of Sydney experts and other academic experts have already rejected the traffic analysis on which WestConnex bases its case. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. They are arguing that due to toll avoidance and the opening of Badgery's Creek airport, the actual traffic figures will be lower than predicted. In this situation, it would be negligent for NSW Planning to approve this project.

AECOM engineers stated at the EIS sessions that RMS is totally responsible for the parameters of the modelling. They have modelled but not presented the traffic for the Stage3a alone. This modelling does show that the increased traffic congestion in many spots due to the New M5 will continue and in some cases worsen should a tunnel between St Peters and Haberfield open in advance of the Rozelle interchange, which could well never be built.

I object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it. This EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed. It would also be absurd to place conditions on a project for which even the most basic details are not known.

I also object to a project which will add to congestion on local roads in the Alexandria, Newtown, Enmore and Erskineville areas. The EIS does not adequately model the impact on local roads of Stage 3. I am concerned that the final result will be that King Street will become a 24 hour clearway, which would kill a vibrant Sydney area.

I object to the use of Darley Rd, Leichhardt as a dive site. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

I am also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

Reductions of volumes of traffic on Parramatta Rd, King Georges Road or the existing M5 are asserted but the model which projects these effects is not provided for scrutiny or independent assessment. The model's margin for error is not stated. The rest of the benefits all depend on the asserted traffic reductions generating improved travel times and better bus services or freight movement etc. So far the experience of the growth of traffic on Parramatta Rd in response to the re-imposition of tolls on the widened section of the M4 gives us leave to doubt these touted benefits.

The Social and Economic Impacts report refers to the socio-economic impact of tolls on Sydney communities. Toll avoidance would be a major impact of this project. The investigation and analysis of the impact of tolls is not adequate and underestimates the social, economic and health burden it will place on residents for decades to come.

There is reference in the EIS to the WestConnex Road Traffic Model version 2.3 (WRTM v2.3), a strategic traffic model that has been used in the traffic analysis. There is insufficient explanation of the nature of the model, where it can be accessed and what function it plays in the analysis. Since so much else in the EIS including noise and air

quality predictions are dependent on this forecasting, the lack of transparency makes it difficult for the EIS to be subject to independent critique.

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of many more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. NSW Planning has shown that it does not have the powers to enforce compliance. In this situation conditions are meaningless. I am appalled that there is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.

I am also concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. In fact the EIS hints at other options that have not been fully disclosed.

It was promised, and was a condition of the M4 East approval that in 2019, all Haberfield and Ashfield above ground WestConnex construction sites were to have been dismantled, as well the Urban Design and Landscape Plan (UDLP) completed and Legacy Project 'surplus lands and property' delivered back to the community. These promises were still being reiterated in early 2017, when there was community consultation on how surplus land would be restored to the community in 2019. It is a matter of grave concern that these promises are now been ignored as if they did not happen. NSW Planning should investigate this situation. (I refer you to the submission of Dr Victor Storm on this issue.)

There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods.(Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to seriously research the current impacts on residents, measure what the cumulative impacts would be or make suggestions that would mitigate the cumulative impact of these prolonged periods of construction noise exposure.

The EIS identifies a significant risk of leaks of contaminated water into Rozelle Bay and Alexandria Canal. Such risks to health of Sydney's waterways is not acceptable to me. The Sydney Motorway Corporation through its conduct at St Peters has shown that it cannot be trusted to manage contamination risks. I am completely opposed to the residents of St Peters being exposed to a high risk of being impacted by gases from exposed landfill for a further three years. The NSW EPA should not grant any further licenses that would allow such events to occur.

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'. Although the project boundary stretches to very close to across street from where I live, not residents in my street or the surrounding ones were ever notified of either the community feedback sessions or the EIS public sessions. This is the opposite to 'meaningful consideration.'

The heritage report ignores potential impacts on hundreds of homes in Newtown and Rozelle which are part of Sydney's valued history. This report is incomplete and should not be accepted. Given that the EIS acknowledges that buildings can be damaged by tunnelling, there should have been a full report on all heritage buildings within the tunnel project boundaries.

I object to the Camperdown dive site which will expose thousands of residents to noise and dust and which is close to Prince Alfred Hospital where many sick people stay when they are being treated in the hospital.

I am opposed to the way that SMC falsely claims to have made decisions due to community feedback. I good example of this is Easton Park. Easton Park was never suitable for a construction site. It has not in fact being 'saved' due to being exposed to contamination and to destruction of its visual outlook by a ventilation stack. This applies also to the Leichhardt Campus site.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, and publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, Wendy Bacon 64 Gowrie St, Newtown NSW 2042, Australia

_____ This email was sent by Wendy Bacon via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Wendy provided an email address (wendybacon1@gmail.com) which we included in the REPLY-TO field.

Please reply to Wendy Bacon at wendybacon1@gmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name:

WENDY BACON

Signature:

Wendy Bacon

Please include my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.

Address:

64 Gowrie St

Suburb:

Newtown

Postcode

2042

I object to the WestConnex M4-M5 Link proposals for the following reasons:

- ◆ The EIS states that darley Road is a contaminated site, and likely has asbestos. The proposal is that 'treated' water will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons. There is no detail of the ongoing Motorway maintenance activities during operation provided in the EIS. The community therefore cannot comment on the impact that this ongoing facility will have on the locality. This component of the EIS should not be approved as this information is not provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.
- ◆ It is outrageous to suggest that four unfiltered stacks would be built in one area in Rozelle
- ◆ The Air quality data is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
- ◆ Traffic diversions – Leichhardt. The EIS states that 'temporary diversions along Darley Road may be required during construction' (8-65). No detail is provided as to when these diversions would occur; there is no provision for consultation with the community; no detail as to how long the diversions will be in place and no comment on the impact of diversions on local roads or the amenity of residents.
- Will diversions occur at night? If so, down what streets? Diverting the arterial traffic from Darley Road down local streets (which are not designed for heavy vehicle volumes) will result in damage to streets, sleep disturbances for residents and create safety issues. There is also childcare centre and a school near the William Street/Elswick Street intersection which will be impacted by diverting vehicles onto local roads. It is unacceptable for proposed road diversions not to be detailed whatsoever in the EIS. The EIS should not be approved without setting out the impacts of road diversions on residents and businesses.
- ◆ The removal of Buruwan Park between the Crescent and Bayview Crescent/Railway Pde Annandale to accommodate the widening realignment of the Crescent would be a particular loss of badly needed parkland in this Inner City area. Currently we have fewer parks than almost any suburb in Sydney so this would have a direct impact on local people. Buruwan Park also lies on a major cycle route from Railway Pde through to Anzac Bridge, UTS and the CBD. The alternative route being suggested is poor and takes no real account of trying to encourage cycling as a mode of transport. Cycling should be made as easy as possible to get more ordinary commuters to bicycle and the alternative to the current level route directs cyclists to Johnston St and then up Bayview Crescent arguably the steepest road in Annandale.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Submission to:

Name: WENDY BACON

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Signature: Wendy Bacon

Attn: Director - Transport Assessments

Please include my personal information when publishing this submission to your website

Declaration: I **HAVE NOT** made any reportable political donations in the last 2 years.

Application Number: SSI 7485 Application

Address: 69 Gourrie St.

Application Name: WestConnex M4-M5 Link

Suburb: Mounten. Postcode: _____

- ✦ Experience on the New M5 has shown that residents who are affected badly by noise are being refused assistance on the basis that an unknown consultant does not consider them to be sufficiently affected. Night time noise is therefore another unacceptable impact of this project and reason why it should be opposed.
- ✦ Rozelle is an old and historic suburbs of Sydney. The damage that this project would do in destruction of homes, other buildings and vegetation is unacceptable, especially when the project would leave a legacy of traffic congestion in the area.
- ✦ I do not consider so many disruptions of pedestrian and cycle ways to be a 'temporary' impact. Four years in the life of a community is a long time. The EIS acknowledges that there will be more danger in the environment around construction sites. It is a serious matter to deliberately take steps to reduce the safety of a community, especially when as the traffic analysis shows there will be a legacy of traffic congestion even in 2033. A promise of a plan is NOT an answer to those concerned about the impacts.
- ✦ Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.
- ✦ There is a higher than average number of shift workers in the Inner West. The EIS acknowledges that even allowing for mitigation measures such as acoustic sheds and noise walls, shift workers will be more vulnerable to impacts of years of construction work and will consequently be at risk of a loss of quality of life, loss of productivity and chronic mental and physical illness.
- ✦ The impact of the project on cycling and walking will be considerable around construction sites. The promise of a construction plan is not sufficient. There has not been sufficient consultation or warning given to those directly affected or interested organisations. There needs to be a longer period of consultation so that the community can be informed about the added dangers and inconvenience, especially when you consider that it is over a 4 year period.
- ✦ The social and economic impact study notes the high value placed on community networks and social inclusion but does nothing to seriously evaluate the social impacts on these of WestCONnex. Any genuine assessment would draw on experience with the New M5 and M4 East rather than ignoring it. This lack of genuine engagement with social impact reduces the study to the level of a demographic description and a series of bland value statement

Campaign Mailing Lists: I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: Wendy Bacon

Signature: Wendy Bacon

Please **include** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 64 Garvie St.

Suburb: Newfane Postcode: 2042

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- ◆ It is outrageous to suggest that four unfiltered stacks would be built in one area, Rozelle
- ◆ The EIS states that after the M4-m5 opens, that traffic on Darley Road will increase by 4%. There is no benefit in the overall project for residents. During construction westbound traffic will increase on Darley Road by 37%. This increase in traffic for a period of up to five years will make it hazardous to cross the road and access the light rail and travel to Blackmore oval, the bat run, the dog park and the Leichhardt pool. In addition, it will drastically increase both local traffic and outer area traffic at peak commute times. We therefore object to the location of this site based on the unacceptable traffic impacts it will have on road users and on residents.
- ◆ It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.
- ◆ The impact of the project on cycling and walking will be considerable around construction sites. The promise of a construction plan is not sufficient. There has not been sufficient consultation or warning given to those directly affected or interested organisations. There needs to be a longer period of consultation so that the community can be informed about the added dangers and inconvenience, especially when you consider that it is over a 4 year period.
- ◆ Flooding – Leichhardt. Darley Road and adjacent streets such as Hubert St are exposed to flood. The flood impact could be exacerbated by the disruption or blockage of existing drainage networks, which are risks identified in the EIS. The EIS has not assessed whether the identified risk to the existing drainage network will cause increased risk of flood damage to flood lots and it fails to take account of the Inner West Council's Leichhardt Floodplain Risk Management Plan which contains recommended flood modification options. The EIS has not assessed whether its drainage infrastructure will impede the Inner West Council's Leichhardt Floodplain Risk Management Plan option HC_FM3 to lay additional pipes/culverts from Elswick Street to Hawthorne Canal (via Regent Street and Darley Road). RMS has not assessed whether its drainage infrastructure will impede Inner West Council's Leichhardt Floodplain Risk Management Plan option HC_FM4 to lay additional pipes/ culverts from William Street to Hawthorne Canal via Hubert Street and Darley Road. The EIS should not be approved as it has not properly explained or assessed these impacts.
- ◆ Discharge of water into storm water at Blackmore Oval – Leichhardt The permanent substation and water treatment plant proposed for the Darley Road site facility should not be approved as part of the EIS. It proposes discharging water from the tunnels into the storm water canal near Blackmore Oval. This will devastate our waterways and impact negatively on the amenity of the bay which has four rowing clubs in close proximity. In addition, the environmental impacts of this discharge are not properly set out in the EIS.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

| | | |
|--|--|--|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <u>WENDY BACON</u> | |
| Application Number: SSI 7485 | Address: <u>64 Gowrie St Newtown</u> Suburb: <u>Newtown</u> Postcode: <u>2042</u> | |
| Application Name: WestConnex M4-M5 Link | Signature: <u>Wendy Bacon</u> | |
| Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. | | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- ❖ Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.
- ❖ Experience on the New M5 has shown that residents who are affected badly by noise are being refused assistance on the basis that an unknown consultant does not consider them to be sufficiently affected. Night time noise is therefore another unacceptable impact of this project and reason why it should be opposed.
- ❖ Rozelle is an old and historic suburbs of Sydney. The damage that this project would do in destruction of homes, other buildings and vegetation is unacceptable, especially when the project would leave a legacy of traffic congestion in the area.
- ❖ I do not consider so many disruptions of pedestrian and cycle ways to be a 'temporary' impact. Four years in the life of a community is a long time. The EIS acknowledges that there will be more danger in the environment around construction sites. It is a serious matter to deliberately take steps to reduce the safety of a community, especially when as the traffic analysis shows there will be a legacy of traffic congestion even in 2033. A promise of a plan is NOT an answer to those concerned about the impacts.
- ❖ There is a higher than average number of shift workers in the Inner West. The EIS acknowledges that even allowing for mitigation measures such as acoustic sheds and noise walls; shift workers will be more vulnerable to impacts of years of construction work and will consequently be at risk of a loss of quality of life, loss of productivity and chronic mental and physical illness.
- ❖ The impact of the project on cycling and walking will be considerable around construction sites. The promise of a construction plan is not sufficient. There has not been sufficient consultation or warning given to those directly affected or interested organisations. There needs to be a longer period of consultation so that the community can be informed about the added dangers and inconvenience, especially when you consider that it is over a 4 year period.
- ❖ The social and economic impact study notes the high value placed on community networks and social inclusion but does nothing to seriously evaluate the social impacts on these of WestCONnex. Any genuine assessment would draw on experience with the New M5 and M4 East rather than ignoring it. This lack of genuine engagement with social impact reduces the study to the level of a demographic description and a series of bland value statement

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Name _____ Email _____ Mobile _____

From: Rhea Liebmann <campaigns@good.do>
Sent: Sunday, 10 September 2017 2:19 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex New M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS I OBJECT to the M4/M5 toll road EIS and the whole WestConnex network of tollways of which it is a part.

WestConnex tollways including the M4/M5 tunnel will not solve traffic congestion in Sydney. In the Inner West it will make it worse, especially near portals and across the Inner West. The EIS shows that there will be severe congestion in St Peters even assuming the entire WestConnex network was completed.

I am strongly opposed to a form of planning that involves an assumption that Sydney drivers will pay ever increasing tolls over future decades that they will not be able to afford. These tolls are one of the severe social and economic impacts of WestConnex that have not been adequately analysed in this EIS.

I am opposed to approving an EIS which relies for its claimed benefits on projects such as the F6 tollway to the South of Sydney which have not been planned, let alone approved. It is shocking to think that a project that could involve the destruction of hundreds of homes is being treated as a fait accompli.

Hundreds of homes and thousands of trees have already been destroyed after your Department gave approval to Stages one and two. Residents left behind have been exposed to severe impacts of noise, dust and odours that were underestimated or ignored in the previous EIS. Complaints about broken conditions have not been adequately handled. The communities of Haberfield and St Peters should not be forced to suffer five years of distress.

I am concerned that engineering firm AECOM that was responsible for these other EIS and has a poor record with estimating traffic is again responsible for this EIS. AECOM also has a conflict of interest because they have had a commercial stake in WestConnex since it was first launched in 2014, when the company promoted the tollways as beneficial on its website. The traffic modelling is insufficient to assess the impact on local roads. I am concerned that RMS has set parameters which hide some of the worst aspects of the project.

The EIS admits to being 'indicative only'. There is insufficient detail about how tunnels will be constructed under densely settled old suburbs, especially in Rozelle where three criss-crossing tunnels are planned under residents' homes. In Lord Street Newtown there will a metro tunnel under houses just 20 metres below the surface. It is proposed to push the Stage 3 tunnel through just below that.

NSW Planning must not approve a project which has so many risks and uncertainties that have not been resolved. Already residents are finding it difficult to hold contractors for Stage one and two accountable for breaches of conditions or to get their problems with noise addressed. I am concerned that it would be impossible to hold any company that acquired WestCONnex accountable for problems with the project.

I am concerned that an EIS at such a preliminary stage of planning could be approved without a clear and transparent construction plan being included. I am also concerned that even the route could be changed without affected residents being given the opportunity for formal feedback to NSW Planning.

I am also opposed to the exception of WestConnex from environmental laws.

The EIS claims that a meaningful consultation period was conducted with the community. How could this be the case when hundreds of residences in Newtown did not receive any notification that they could be affected by the project? I am aware that a a Coalition of 12 community groups laid complaints about the poor and inaccessible presentation of the Concept Design.

I ask that you advise the Minister to reject this proposal on the basis that this environmental impact statement (EIS) is not adequate and that insufficient evidence and justification has been provided for the project.

Yours sincerely, Rhea Liebmann

This email was sent by Rhea Liebmann via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Rhea provided an email address (rheal@optusnet.com.au) which we included in the REPLY-TO field.

Please reply to Rhea Liebmann at rheal@optusnet.com.au.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name: Rhea LiebmanSignature: [Signature]Please include my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.Address: 84 Newington RdSuburb: Marriedville Postcode: 2204

I object to the WestConnex M4-M5 Link proposals for the following reasons:

- A. The social and economic impact study notes the high value placed on community networks and social inclusion but does nothing to seriously evaluate the social impacts on these of WestCONnex. Any genuine assessment would draw on experience with the New M5 and M4 East rather than ignoring it. This lack of genuine engagement with social impact reduces the study to the level of a demographic description and a series of bland value statement
- B. The EIS states that spoil haulage hours will be restricted but ignores the fact that the same was promised for the M4 East but these promises have been ignored repeatedly.
- C. The EIS states "Direct and indirect traffic disruptions are likely to be experienced on local and arterial roads in most suburbs that are in close proximity to construction sites. This would include the suburbs of Ashfield, Haberfield, St Peters, Camperdown, Annandale, Lilyfield, Leichhardt, and Rozelle." Despite this finding, the study then pushes these negative impacts aside as inevitable. There is never any evaluation of whether in the light of the negative impacts an alternative public infrastructure project might be preferable.
- D. The impacts on The Crescent and Annandale are massive and were not sufficiently revealed in the Concept Design to enable residents to give feedback on the negative impacts on communities and businesses in the area.
- E. It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.
- F. Table 6.1 in Appendix Q (Social and Economic impact) is not an accurate report on the concerns of residents. It downplays concerns of Newtown, St Peters and Haberfield residents. It does not even mention concerns about additional years of construction in Haberfield and St Peters. The raises the question of whether this is a result of the failure of SMC to notify impacted residents including those on the Eastern Side of King Street and St Peters about the potential impacts of the M4 M5
- G. The EIS identifies a risk to children from construction traffic at Haberfield School. I find such risks unacceptable and am not satisfied with a promise of a Plan to which the public is excluding from viewing or providing feedback until it is published.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: Rhea Lieberman

Signature: [Signature]

Please **include** my personal information when publishing this submission to your website

Declaration: I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 84 Newington Rd

Suburb: Marickville Postcode: 2204

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- a) The social and economic impact study fails to record the great concern for valued Newtown heritage
- b) I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
- c) Insufficient time has been given for the community to prepare submissions to the EIS, especially when one considers that whole neighbourhoods affected by the project were not even notified during the concept design period. e.g Newtown, east of King St.
- d) The impact of the deep tunnelling for the M4-M5 link - in addition to the tunnelling for the new Sydney Metro in the same area - in the Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings above, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because either contractor will no doubt blame the other. The increasing numbers of vehicles will also increase the vehicle pollution (known to have adverse effects on breathing and also to be carcinogenic) in this area.
- e) The mechanical ventilation proposed depends on single direction tunnel construction, so how it can possibly work for large curved tunnels on multiple levels is unknown.
- f) The EIS proposes removal of all vegetation on the Darley Road site. There is a mature tree located on the site which serves as a visual and noise barrier to the heavy City West Link traffic. Removal of this tree and other vegetation will increase noise impacts to nearby residents and affect the visual amenity, with homes having a direct line of sight to the City West Link. The existing mature tree needs to be retained on this and environmental grounds.
- g) The EIS needs to provide specific detail as to what will be provided by way of alternative accommodation to the 36 residents identified as suffering extreme noise interference. There is no plan to temporarily relocate such residents, not to offer them financial compensation to enable them to move out during the worst period. There is an estimated 10 weeks of extreme noise during demolition of the commercial building and preparatory road works. Once this work is finished the residents will also be forced to endure a truck every 304 minutes for a period of five years. It is clearly not possible for such residents to continue to live in these houses and the EIS needs to detail what will be provided in terms of alternative living arrangements for part, or all of the construction work period.

Campaign Mailing Lists: I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

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| <p>Attention Director Application Number: SSI 7485</p> <p>Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p> | <p>Name: <u>Ahea Lieberman</u></p> <p>Signature: <u>[Signature]</u></p> <p>Please <u>include</u> my personal information when publishing this submission to your website. I <u>HAVE NOT</u> made reportable political donations in the last 2 years.</p> <p>Address: <u>84 Newington Rd.</u></p> <p>Suburb: <u>Marriekville</u> Postcode: <u>2204</u></p> |
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I object to the WestConnex M4-M5 Link proposals for the following reasons:

- Experience has shown that construction and other plans by WestCONnex are often regarded as flexible instruments. Any action to remedy breaches depends on residents complaining and Planning staff having resources to follow up which is often not the case. I find it unacceptable that the EIS is written in a way that simply ignores problems with other stages of WestCONnex.
- Why are two different options being suggested for Haberfield? It is clear that both of these are unacceptable and will expose residents to unnecessary traffic danger, congestion and disruption with capacity to enjoy their homes and environment. It is insulting that the EIS acknowledges this but offers not solution other than to go ahead.
- I do not consider so many disruptions of pedestrian and cycle ways to be a 'temporary' impact. Four years in the life of a community is a long time. The EIS acknowledges that there will be more danger in the environment around construction sites. It is a serious matter to deliberately take steps to reduce the safety of a community, especially when as the traffic analysis shows there will be a legacy of traffic congestion even in 2033. A promise of a plan is NOT an answer to those concerned about the impacts.
- The impact of the project on cycling and walking will be considerable around construction sites. The promise of a construction plan is not sufficient. There has not been sufficient consultation or warning given to those directly affected or interested organisations. There needs to be a longer period of consultation so that the community can be informed about the added dangers and inconvenience, especially when you consider that it is over a 4 year period.
- Rozelle is an old and historic suburbs of Sydney. The damage that this project would do in destruction of homes, other buildings and vegetation is unacceptable, especially when the project would leave a legacy of traffic congestion in the area.
- It is outrageous to suggest that four unfiltered stacks would be built in one area, Rozelle
- Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.
- A lot of work has gone into building cycling and pedestrian routes in Rozelle and Annandale. Interference and disruption of routes for four years is not a 'temporary' imposition.

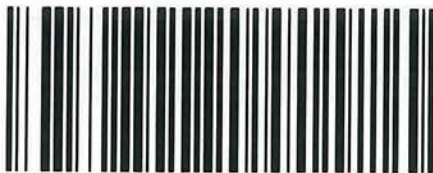
Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

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| Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <i>Alice Gibson</i> Signature: <i>[Signature]</i> |
| Attention: Director – Transport Assessments | Please <u>include</u> my personal information when publishing this submission to your website Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |
| Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link | Address: <i>440 356 George St</i> Suburb: <i>Waterloo</i> Postcode <i>2017</i> |

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application

- The Air quality data provided in the EIS is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
- I am appalled to read in the EIS that more than 100 homes across the Rozelle construction sites will be severely affected by construction noise for months or even years at a time. This would include hundreds of individual residents including young children, school students and people who spend time at home during the day. The predicted levels are more than 75 decibels and high enough to produce damage over an eight hour period. Such noise levels will severely impact on the health, capacity to work and quality of life of residents. NSW Planning should not give approval to a project that could cause such impacts. Promises of potential mitigation are not enough, especially when you consider the ongoing unacceptable noise in Haberfield during the M4East construction.
- The EIS claims to have saved Blackmore Park and Easton Park due to negative community feedback. I am concerned that this is a false claim and that this site was never really in contention due to other physical factors. I would like NSW Planning to investigate whether this claim is correct to have heeded the community is false or not.
- The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction. (Executive Summary xviii)
- The volume of extra heavy traffic in the Rozelle area and the acknowledged impact this will have on local roads is completely unacceptable to me.
- The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
- A lot of work has gone into building cycling and pedestrian routes in Rozelle and Annandale. Interference and disruption of routes for four years is not a 'temporary' imposition.



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Department of Planning
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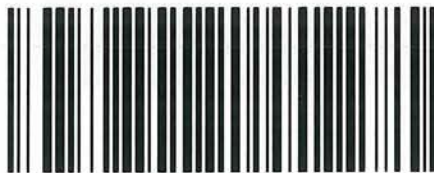
13 SEP 2017

Scanning Room

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| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <i>Veronika Jenet</i> |
| Application Number: SSI 7485 | Address: <i>102 Francis St.</i> |
| Application Name: WestConnex M4-M5 Link | Suburb: <i>Leichhardt</i> Postcode <i>2040</i> |
| Signature: <i>V Jenet</i> | |
| Please include my personal information when publishing this submission to your website Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

1. I further object to the proposal to the Darley Road civil and tunnel site for the reasons set out in this submission.
2. The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS has many caveats and depends upon further steps (such as traffic management plans), the detail of which is not provided. The community has no certainty that any of the impacts from construction will be managed to an acceptable level.
3. There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure.
4. The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts. (Executive Summary xvi)
5. The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)
6. There are 36 homes identified as having severe noise impacts during construction in Leichhardt and Lilyfield. No noise barriers have been identified so residents are unable to comment as to whether this impact will be reduced. No proposal for alternative accommodation is provided. This is unacceptable and all of the proposed noise mitigation options should be detailed in the EIS so that residents have an opportunity to comment on what is proposed. (Executive Summary xvii)
7. There is no plan to manage traffic on Darley Road proposed in the EIS. This critical arterial road is regularly congested at peak periods. Reference in the EIS to developing a traffic management plan in the future is not acceptable. The detail of what is proposed needs to be contained in the EIS so that residents can assess whether the impact of 170 light and heavy vehicle movements a day in and out of the site can be acceptably managed.



PCU072317

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| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <i>Veronika Jenet</i> |
| Application Number: SSI 7485 | Address: <i>102 Francis St</i> |
| Application Name: WestConnex M4-M5 Link | Suburb: <i>Leichhardt</i> Postcode <i>2040</i> Signature: <i>[Signature]</i> |
| Please include my personal information when publishing this submission to your website Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

1. I object to the planned acquisition of the Dan Murphys site on Darley Road for the creation of a civil and tunnel works site.
2. The Darley Road site has many issues which make tunneling at this point an unacceptable risk, including that it is in a flood zone. This proposal will worsen the existing flooding risk. The mitigation suggested in the EIS is not adequate.
3. The EIS states that property damage will occur due to ground movement may occur. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The proposed tunnel alignment creates an unacceptable risk of ground movement. We object to the project in its entirety on this basis. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres.
4. The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This approach deprives residents of any ability to comment on the detailed designs. (Executive Summary xvi)
5. The EIS does not mention the impact of aircraft noise and its cumulative impact. Therefore, noise levels identified in the EIS are misleading. The EIS states there will be at least 10 weeks of severe noise impacts during the time that Dan Murphys is demolished and the road prepared. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses, with at least 36 homes identified as suffering extreme noise interference for this initial 10-week period.
6. The EIS states that all vegetation will be removed on the Darley Road site which includes several mature trees. I object to the removal of these trees which create a visual and noise barrier for residents from the City West Link. If the trees are removed they must be replaced with mature trees as soon as the remediation of the site commences.
7. There is no evidence provided in the EIS that the ventilation outlets will be safe. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.
8. The proposal for a permanent water treatment plant and substation to the south of the site on Darley Road will prevent direct pedestrian access to the light rail station. It will affect the future uses of the site once the project is completed. The facility is out of step with the area which is comprised of low rise homes and detracts from the visual amenity of the area. This site is a pedestrian hub and will be a visual blight for pedestrians, bike users and the homes that have direct line of sight to the facility. It should not be permitted to be located on this site.

From: Bronwen Evans <campaigns@good.do>
Sent: Tuesday, 12 September 2017 12:40 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS I want to lodge the strongest possible OBJECTION to the M4/M5 toll road EIS and WestConnex network of tollways. I object to the lack of transparency. I object to the lack of proper process for Westconnex. I object to billions of dollars of contracts have been let without a final business case. I object to the project not being subjected to independent Gateway reviews. I object to AECOM being used when it has a history of negligence in past traffic studies I object to the fact that each section of the Westconnex is being assessed separately. I object on the grounds that Westconnex has failed in this EIS to refute claims of credible independent experts of traffic analysis. I object on the grounds of the impact of outflow of cars and trucks out of tunnel exits. I object to residents being forced from their homes. I object to the failure of the EIS to engage with the social disruption in communities. I object to homeowners and tenants being inadequately compensated. I object to the fact the EIS Social Impact study has failed to do any direct research on the impact on residents of construction. I object to the health risk and air quality analysis which fails to take into account consider fine particulate pollution. I object to the failure of Westconnex consultants to directly consult with business owners who stand to see their businesses destroyed and thriving streets precincts being drowned in traffic.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

This project is not consistent with public transport, urban planning and liveability of cities objectives.

Public servants have an obligation to the public.

Yours sincerely, Bronwen Evans 11/186 Forbes St, Darlinghurst NSW 2010, Australia

_____ This email was sent by Bronwen Evans via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Bronwen provided an email address (bronwenje@gmail.com) which we included in the REPLY-TO field.

Please reply to Bronwen Evans at bronwenje@gmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Bronwen Evans (object)

From: system@accelo.com On Behalf Of "Bronwen Evans"
Sent: Monday, 18 September 2017 4:58:15 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Bronwen Evans (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Bronwen Evans
[REDACTED]

Address:
[REDACTED]

Darlinghurst, NSW
2010


Content:

I object to the link being claimed to be for the benefit of travel from the western areas of Sydney yet it is a tolled road. This means those using the road will not benefit, those who collect the toll will.
I object to the increased number of cars and it's associated increase in pollution to the city.
I object to the inadequate inclusion of increased public transport and cycle ways in the plan.
I object to inadequate consideration of the communities through which the proposed tollway will carve.

[REDACTED]
Submission: Online Submission from Bronwen Evans (object)
https://majorprojects.accelo.com/?action=view_activity&id=224680

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247


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|--|---|----------------------|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <u>Bronwen Evans</u> | |
| Application Number: SSI 7485 | Address: <u>11/186 Forbes St</u> | |
| Application Name: WestConnex M4-M5 Link | Suburb: <u>Darlinghurst</u> | Postcode <u>2010</u> |
| | Signature:  | |
| Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. | | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- a. 602 homes and more than a thousand residents near Rozelle construction sites would be affected by noise sufficient to cause sleep disturbance even if acoustic sheds and noise walls are used..The EIS promises negotiation to provide even more mitigation on a one by one basis. This is not acceptable to me. As other projects have demonstrated, those with less bargaining power or social networks have been left more exposed. In any case, there is no certainty that additional measures would be taken or be effective.
- b. The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
- c. It is outrageous to suggest that four unfiltered stacks would be built in one area in Rozelle
- d. The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project" and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.
- e. It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.
- f. I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.
- g. I do not consider it acceptable that cycling/pedestrian routes should be changed for four years in Annandale and Rozelle in ways that will make cycling more difficult and walking less possible for residents with reduced mobility. These are vital community transport routes.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

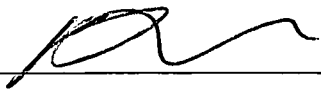
| | |
|--|--|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment Application Number: SSI 7485 GPO Box 39, Sydney, NSW, 2001 | From: Name: <u>Bronwen Evans</u>  Address: <u>11 / 186 Forbes St</u> |
| Application Name: Westconnex M4-M5 Link | Suburb: <u>Darlinghurst</u> Postcode <u>2010</u> |
| Declaration : I have not made any reportable political donations in the last 2 years. | Please include / delete (cross out or circle) my personal information when publishing this submission to your website |

I object to the whole of the Westconnex Project, including the Westconnex M4-M5 Link proposals as contained in the EIS, for the following reasons :

- The planning for WestCONnex has been completely undemocratic. Independent evidence that tollways are not the solution to Sydney's Traffic Congestion has been ignored and instead the NSW government is wasting billions of public money.
- According to the EIS, traffic around the St Peters Interchange will be highly congested in 2033. Why would anyone approve a project costing billions of dollars to produce more traffic congestion?
- The NSW government stated that WestCONnex would NOT mean clearways for King St Newtown. Less than a week after the release of the EIS weekend clearways for King St have already been announced. I am completely opposed to Clearways as everyone knows that they would kill off Newtown that is valued by people throughout Sydney as a retail and social hub.
- The EIS includes no serious analysis of the impacts of WestConnex M4M5 on Erskineville, Mitchell or Edgeware Rds. These roads will be flooded with traffic coming out of the St Peters Interchange.
- WestCONnex has chosen Darley Road as a dive site despite the fact that it is the third most dangerous traffic spot in the Inner West. They have ignored advice from an independent engineer that it is not suitable.
- The WestConnex Traffic model should not be confidential. It should immediately be released to Councils and the public so that it can be independently reviewed and tested.
- There has been no serious assessment of the impacts on very old houses in Newtown sustaining weeks of tunneling and vibration. At some points in South Newtown and St Peters this tunneling will be only 15 metres below ground level.
- I am opposed to even more destruction of heritage buildings in the Inner West. Already scores have been demolished in St Peters and Haberfield.
- The EIS expects "construction fatigue" (its euphemism for unacceptable noise and pollution in our homes) to continue for at least another 5 years. I am opposed to five more years of noise and dust from construction in St Peters and Haberfield.
- I am angry that there was so little consultation in Newtown during the community feedback period. Many residents near the tunnel were not notified at all about the potential impacts of the project on them.
- Parents and Students at Newtown Public and Newtown Performing High School have not been sufficiently consulted about this project.
- The EIS states that the route is indicative only. This is completely unacceptable to me. This means that if there are changes, residents who are impacted will have no right to public feedback.
- I am very concerned that privatisation of WestConnex will mean that the contractors are even less accountable than they are currently. Who will hold the contractors accountable?
- I am opposed to the M4/M5Link project being proposed **let alone approved** when its "success" depends on the construction of the Western Harbour Tunnel AND the F6, neither of which even planned.
- I am opposed to construction happening so close to childcare centres anywhere, including in Lilyfield and Rozelle.
- The EIS does not sufficiently take into account the impact of decades of tolls on Western Sydney.
- The EIS ignores the horrific impacts of the New M5 and M4 East and thereby fails to take account of cumulative impacts.

I would like to assist and/or keep up to date with the anti-Westconnex campaign - These details will be removed before lodging this submission, and will be used only for campaign purposes and will not be divulged to other parties

Name _____ Email _____ Mobile _____

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| Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <u>Bronwen Evans</u> Signature:  |
| Attention: Director – Transport Assessments | Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. |
| Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link | Address: <u>11/186 Forbes St</u> Suburb: <u>Darlinghurst</u> Postcode <u>2010</u> |

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application

- 1) The Air quality data provided in the EIS is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
- 2) I am appalled to read in the EIS that more than 100 homes across the Rozelle construction sites will be severely affected by construction noise for months or even years at a time. This would include hundreds of individual residents including young children, school students and people who spend time at home during the day. The predicted levels are more than 75 decibels and high enough to produce damage over an eight hour period. Such noise levels will severely impact on the health, capacity to work and quality of life of residents. NSW Planning should not give approval to a project that could cause such impacts. Promises of potential mitigation are not enough, especially when you consider the ongoing unacceptable noise in Haberfield during the M4East construction.
- 3) The EIS claims to have saved Blackmore Park and Easton Park due to negative community feedback. I am concerned that this is a false claim and that this site was never really in contention due to other physical factors. I would like NSW Planning to investigate whether this claim is correct to have heeded the community is false or not.
- 4) The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction.(Executive Summary xviii)
- 5) The volume of extra heavy traffic in the Rozelle area and the acknowledged impact this will have on local roads is completely unacceptable to me.
- 6) The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
- 7) A lot of work has gone into building cycling and pedestrian routes in Rozelle and Annandale. Interference and disruption of routes for four years is not a 'temporary' imposition.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

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| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment Application Number: SSI 7485 GPO Box 39, Sydney, NSW, 2001 | From: Bronwen Evans Name: BRONWEN EVANS Address: 11/186 Forbes St |
| Application Name: Westconnex M4-M5 Link | Suburb: Dalrymple Postcode 2010 |
| Declaration : I have not made any reportable political donations in the last 2 years. | Please include / delete (cross out or circle) my personal information when publishing this submission to your website |

I object to the whole of the Westconnex Project, including the Westconnex M4-M5 Link proposals as contained in the EIS, for the following reasons :

- The NSW government stated that WestCONNex would NOT mean clearways for King St Newtown. Less than a week after the release of the EIS weekend clearways for King St have already been announced. I am completed opposed to Clearways as everyone knows that they would kill off Newtown that is valued by people throughout Sydney as a retail and social hub.
- The EIS includes no serious analysis of the impacts of WestConnex M4M5 on Erskineville, Mitchell or Edgeware Rds. These roads will be flooded with traffic coming out of the St Peters Interchange.
- The WestConnex Traffic model should be released to Councils and the public so that it can be independently reviewed and tested.
- According to the EIS, traffic around the St Peters Interchange will be highly congested in 2033. Why would anyone approve a project costing billions of dollars to produce more traffic congestion?
- There has been no serious assessment of the impacts on very old houses in Newtown sustaining weeks of tunneling and vibration. At some points in South Newtown and St Peters this tunneling will be only 15 metres below ground level.
- The EIS expects "construction fatigue" (its euphemism for unacceptable noise and pollution in our homes) to continue for at least another 5 years. I am opposed to five more years of noise and dust from construction in St Peters and Haberfield.
- I am angry that there was so little consultation in Newtown during the community feedback period. Many residents near the tunnel were not notified at all about the potential impacts of the project on them.
- Parents and Students at Newtown Public and Newtown Performing High School have not been sufficiently consulted about this project.
- The EIS states that the route is indicative only. This is completely unacceptable to me. This means that if there are changes, residents who are impacted will have no right to public feedback.
- I am very concerned that privatisation of WestConnex will mean that the contractors are even less accountable than they are currently. Who will hold the contractors accountable?
- I am opposed to the M4/M5Link project being proposed **let alone approved** when its "success" depends on the construction of the Western Harbour Tunnel AND the F6, neither of which even planned.
- I am opposed to construction happening so close to childcare centres anywhere, including in Lilyfield and Rozelle.
- The EIS does not sufficiently take into account the impact of decades of tolls on Western Sydney.
- The EIS ignores the horrific impacts of the New M5 and M4 East and thereby fails to take account of cumulative impacts.
- The EIS is not up to date with its analysis of modes of transport and underestimates the growing preference for public transport.

I would like to assist and/or keep up to date with the anti-Westconnex campaign - These details will be removed before lodging this submission, and will be used only for campaign purposes and will not be divulged to other parties

Name _____ Email _____ Mobile _____


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| <p>Attention Director Application Number: SSI 7485 Application</p> <p>Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p> | <p>Name: <u>Brian Evans</u></p> <p>Signature: <u>[Signature]</u></p> <p>Please include / delete (cross out or circle) my personal information when publishing this submission to your website. I <u>HAVE NOT</u> made reportable political donations in the last 2 years.</p> <p>Address: <u>11/186 Falter St</u></p> <p>Suburb: <u>Darlinghurst</u> Postcode <u>2010</u></p> |
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I object to the WestConnex M4-M5 Link proposals for the following reasons:

- ✚ The decision to build a three-stage tollway instead of expanding public transport has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
- ✚ The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city.
- ✚ There will be 100 workers a day on the site, with provision for only 10-20 car spaces and there is a concession that local streets will be used, who will be 'encouraged' to use public transport. Our experience with the major construction sites in Haberfield, and St Peters that public transport is not used by the workers and that despite the fact they are not supposed to do so, they park in our local streets and cause strife with our residents.
- ✚ The EIS at 7-21 states that Community update Newsletters were distributed to residents 'near the project footprint' in many suburbs. This statement is simply not correct. No such newsletters were received by residents in central and northern Newtown. SMC was made aware of this fact, but has not responded to verbal and written requests for audited confirmation of the addresses 'letterboxed'. This statement of community engagement should be rejected by the Department.
- ✚ Darley Road is confirmed as a 'civil and tunnel site (dive site) with a 'Motorway Operations' site at one end for machinery during the build and will then house permanent water treatment facilities, despite evidence tendered to the Concept Design explaining that this intersection has an high accident rate and is completely unsuitable for such a purpose.
- ✚ I do not accept that King Street traffic congestion will be improved by this project, There should be a complete review of the traffic modelling that does not appear to take sufficient notice of the impact of pouring 51000 extra cars down Euston Rd on top of increases in population in the area. Given that there is no outlet between the St Peters and Haberfield or Rozelle, all traffic going to the CBD, East or into the Inner West will use local roads.
- ✚ I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed. There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
- ✚ Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?
- ✚ I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.
- ✚ An on-line interactive map was published with the M4-M5 Concept Design that indicated a very wide yellow 'swoosh' that is upwards of a kilometre wide in some sections of the M4-M5 proposals. SMC have NEVER publicly published or acknowledged that the contractor to be appointed to build the tunnels will be 'encouraged' to do so within the yellow swoosh footprint, but may go outside the indicative swoosh area if found necessary after further geotech and survey work. The proposed Sydney Water Tunnels surveys (EIS 12-57) could potentially see a dramatic change in the tunnel alignments in the Newtown area. Why were these surveys not done during the past three years such that 'definitive' rather than 'indicative' alignments could be published. The EIS should be withdrawn till such time that it is a true and fair 'definitive' document open for genuine public comment.
- ✚ Other comments :

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

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| Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <u>Bronwen Evans</u> Signature:  |
| Attention: Director – Transport Assessments | Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. |
| Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link | Address: <u>11/186 Forbes St</u> Suburb: <u>Darlinghurst</u> Postcode <u>2010</u> |

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application

- a) It is clear that the tunnel portals will be major sites for more traffic congestion. Some intersections that are currently very congested will be just as bad in 2033.
- b) No road junction as large and complex as the extraordinary spaghetti junction proposed to go underground has been built anywhere in the world. The feasibility is not tested. There are no international or national standards for such a construction.
- c) The impact of the deep tunnelling for the M4-M5 link - in addition to the tunnelling for the new Sydney Metro in the same area - in the Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings above, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because either contractor will no doubt blame the other.
- d) The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.
- e) The justification for this project relies on the completion of other projects such as the Western Harbour Tunnel which has not yet been planned, let alone approved.
- f) Are there other potentially serious problems with Sydney Water utility services (described at EIS 12-57) or with other utilities in other suburbs or along the proposed M4-M5 tunnel alignment ? If so, the EIS proposals and application should not be approved till these are all disclosed, researched, surveyed and the resolution publicly published.
- g) The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters, Haberfield and Rozelle Interchanges will disrupt local transport networks including bus and active transport (walking and cycling).
- h) I oppose the destruction of any more of Sydney's heritage for WestCONnex. I am appalled that Sydney Motorway Corporation is seeking approval to tunnel under hundreds of highly valued heritage buildings in Newtown without any serious assessment of risk at all. This heritage belongs to all of Sydney.
- i) I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.
- j) The mechanical ventilation proposed depends on single direction tunnel construction, so how it can possibly work for large curved tunnels on multiple levels is unknown.

k) Other Comments :

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

From: [REDACTED] <campaigns@good.do>
Sent: Wednesday, 13 September 2017 3:00 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS I wish to OBJECT to the M4/M5 toll road EIS and the whole WestConnex network of tollways of which it is a part.

As a resident of Alexandria I am part of a community that will be heavily impacted by this destructive project. I call for this to be stopped and for more public infrastructure to replace cars.

I object to the lack of transparency and proper process in the whole Westconnex process. Billions of dollars of contracts have been let without a final business case for the whole network having been released or the project being subjected to independent Gateway reviews. In weighing up the supposed benefits of WestConnex, no attempt is made to realistically review the costs in the light of added on projects and road work that are connected to WestConnex.

I object to AECOM being paid millions of dollars of public funds to play a key role in both the the EIS for the M4, M5 and M4/M5 despite that the fact that it has a been sued for being negligent in relation to past traffic studies and has already paid more than \$500 million in settlement costs.

I object to the fact that each section of the Westconnex is assessed separately while the justification for the project depends on inadequate traffic predictions for the future and other projects such as the F6 (Southern motorway) that are outside the scope of the project.

I object on the grounds that Westconnex has failed in this EIS to refute claims of credible independent experts of traffic analysis.

I object on the grounds of the huge impact that the flow of cars and trucks out of tunnel exits will have on local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown. Enmore and Alexandria) has not been assessed. This failure disguises the traffic impacts on Inner West communities.

I object to Westconnex's analysis of alternatives which is superficial and amounts to nothing more than a round about way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities. Homeowners and tenants have been inadequately compensated or paid for the loss of their homes. I object to the fact the EIS Social Impact study has failed to do any direct research on the impact on residents of construction.

I object to the health risk and air quality analysis which fails to take into account up to date information on the deadly effect of fine particulate pollution.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

object to the uncertainty around the whole EIS. For instance thousands of people will be subject to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the West of Sydney and elsewhere.

I call on the Minister for Planning to reject this project on the grounds that even the inadequate traffic analysis that has been undertaken shows that the roads coming out of the St Peters Interchange will be at capacity by 2033.

This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and liveability of cities.

I recognise that there is pressure on several NSW Departments including planning to approve this project. I remind public servants of their obligation to the public. Please consider the potential social, health and economic costs of spending \$17b on Westconnex which provides no solution to Sydney's transport needs.

Yours sincerely,

_____ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED] at [REDACTED]

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: [REDACTED]
Sent: Tuesday, 10 October 2017 9:28 AM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

As a resident of Alexandria who is already experiencing daily traffic gridlock, increased noise pollution and a decrease in quality of living, I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis cannot be approved.

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

We are also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of much more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. I am appalled that these odours are predicted to possibly continue if Stage 3 is approved. No community should be treated in this manner.

Campbell St and Campbell Rd has lost all of its houses and other buildings to the re-alignment works to take traffic down to the St Peters Interchange, which is being built on an old toxic rubbish dump. Seeing neighbours' homes demolished was wrenching and on top of that has been the noise, the dust and traffic and night work in case the daylight disruption wasn't enough. None of this has been reflected in the 'cumulative impacts' assessment in the EIS for which there has been no actual assessment at all of the experience of residents during the Stage 2 New M5.

I object to unfiltered stacks in our community (they are planned for Haberfield, St Peters and Rozelle). In Rozelle there will be an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I cannot understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks. I completely reject the statement in the EIS that if after years the unfiltered stacks are shown not to work, more

unfiltered stacks would be a better solution than filtering stacks. The government is exposing itself to a massive risk of compensation payouts if it does not require filtration of all stacks as a condition of approval.

St Peters School would be “neatly” triangulated between the two sets of stacks which rise up above the Princes Highway. The prevailing winds in our neighbourhood are from the east, so the exhaust from the stacks will blow over the school whether the wind is coming from the south or the north.

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So we will have to put up with the exhaust from the tunnels and the additional car emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

I am concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

I object to the EIS on the grounds that it fails the Secretary's requirement for “meaningful” consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a ‘plan’.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection. The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner Council Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site 9 James St and City West Link, based on TfNSW's own data, is the third most dangerous intersection in the inner west. Despite that, SMC wishes to bring in 100 heavy vehicle movements a day, plus an additional 70 light vehicle movements. There have been two fatalities directly out front the proposed site and it belied belief that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish, my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, [REDACTED]

[REDACTED] This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED] at [REDACTED]

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: [REDACTED] <campaigns@good.do>
Sent: Wednesday, 11 October 2017 9:23 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I do wonder why this Government is so keen on spending billions on infrastructure that very few want. Just think of the amazing legacy you could have left if this money was spent on innovation and visionary alternatives. But alas, the big winners again are the building companies while we suffer.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

I object to the use of Darley Rd, Leichhardt as a dive site. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges and anyone who have driven there knows, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis cannot be approved.

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

We are also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of much more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. I am appalled that these odours are predicted to possibly continue if Stage 3 is approved. No community should be treated in this manner.

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So we will have to put up with the exhaust from the tunnels and the additional car emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

I am also concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection. The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner Council Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site 9 James St and City West Link, based on TfNSW's own data, is the third most dangerous intersection in the inner west. Despite that, SMC wishes to bring in 100 heavy vehicle movements a day, plus an additional 70 light vehicle movements. There have been two fatalities directly out front of the proposed site and it belied belief that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish, my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, [REDACTED]

[REDACTED] This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED] at [REDACTED]

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

| | |
|--|--|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <i>Raymond Quint</i> Address: <i>102 Francis St. Leichhardt</i> |
| Application Number: SSI 7485 | Suburb: <i>Leichhardt</i> Postcode <i>2090</i> |
| Application Name: WestConnex M4-M5 Link | Signature: <i>R Quint</i> |
| Please include my personal information when publishing this submission to your website. Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

1. I further object to the proposal to the Darley Road civil and tunnel site for the reasons set out in this submission.
2. The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS has many caveats and depends upon further steps (such as traffic management plans), the detail of which is not provided. The community has no certainty that any of the impacts from construction will be managed to an acceptable level.
3. There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure.
4. The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts. (Executive Summary xvi)
5. The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)
6. There are 36 homes identified as having severe noise impacts during construction in Leichhardt and Lilyfield. No noise barriers have been identified so residents are unable to comment as to whether this impact will be reduced. No proposal for alternative accommodation is provided. This is unacceptable and all of the proposed noise mitigation options should be detailed in the EIS so that residents have an opportunity to comment on what is proposed. (Executive Summary xvii)
7. There is no plan to manage traffic on Darley Road proposed in the EIS. This critical arterial road is regularly congested at peak periods. Reference in the EIS to developing a traffic management plan in the future is not acceptable. The detail of what is proposed needs to be contained in the EIS so that residents can assess whether the impact of 170 light and heavy vehicle movements a day in and out of the site can be acceptably managed.

| | |
|--|--|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <i>Raymond Quint</i> |
| | Address: <i>102 Francis St</i> |
| Application Number: SSI 7485 | Suburb: <i>Leichhardt</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link | Signature: <i>R Quint</i> |
| Please include my personal information when publishing this submission to your website Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

1. I object to the planned acquisition of the Dan Murphys site on Darley Road for the creation of a civil and tunnel works site.
2. The Darley Road site has many issues which make tunneling at this point an unacceptable risk, including that it is in a flood zone. This proposal will worsen the existing flooding risk. The mitigation suggested in the EIS is not adequate.
3. The EIS states that property damage will occur due to ground movement may occur. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The proposed tunnel alignment creates an unacceptable risk of ground movement. We object to the project in its entirety on this basis. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres.
4. The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This approach deprives residents of any ability to comment on the detailed designs. (Executive Summary xvi)
5. The EIS does not mention the impact of aircraft noise and its cumulative impact. Therefore, noise levels identified in the EIS are misleading. The EIS states there will be at least 10 weeks of severe noise impacts during the time that Dan Murphys is demolished and the road prepared. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses, with at least 36 homes identified as suffering extreme noise interference for this initial 10-week period.
6. The EIS states that all vegetation will be removed on the Darley Road site which includes several mature trees. I object to the removal of these trees which create a visual and noise barrier for residents from the City West Link. If the trees are removed they must be replaced with mature trees as soon as the remediation of the site commences.
7. There is no evidence provided in the EIS that the ventilation outlets will be safe. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.
8. The proposal for a permanent water treatment plant and substation to the south of the site on Darley Road will prevent direct pedestrian access to the light rail station. It will affect the future uses of the site once the project is completed. The facility is out of step with the area which is comprised of low rise homes and detracts from the visual amenity of the area. This site is a pedestrian hub and will be a visual blight for pedestrians, bike users and the homes that have direct line of sight to the facility. It should not be permitted to be located on this site.

From: Pippa Brown <campaigns@good.do>
Sent: Wednesday, 20 September 2017 4:16 PM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement. I believe it is so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS.

The strategic justification for this project is marginal at best and its viability depends on even more tollways being built. These tollways will be a burden on the people of Sydney and many will be penalised because they cannot afford to pay tolls. There is almost no analysis of this phenomenon in the EIS.

The justification for the project assumes that the F6 and other tollways will be built. The F6 project has not been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to exposing residents in Haberfield and St Peters to another five years of construction.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I object to unfiltered stacks.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Yours sincerely, Pippa Brown 30/1-3 Fassifern St, Ettalong Beach NSW 2257, Australia

This email was sent by Pippa Brown via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Pippa provided an email address (pipb25@gmail.com) which we included in the REPLY-TO field.

Please reply to Pippa Brown at pipb25@gmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Justina Hanna (object)

From: system@accelo.com On Behalf Of "Justina Hanna"
Sent: Monday, 18 September 2017 1:05:18 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Justina Hanna (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Justina Hanna
[REDACTED]

Address:
[REDACTED]

Ultimo, NSW
2007

Content:

We need a more long term, cost effective scheme which doesn't so drastically effect communities. Sit up and do your job.

[REDACTED]
Submission: Online Submission from Justina Hanna (object)
https://majorprojects.accelo.com/?action=view_activity&id=224632

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Tuesday, 19 September 2017 5:25:15 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

2015 E.I.S report recommend type 2 noise mitigation for our home but now a report states we will not receive any mitigation.

For over ten months now with many request for a copy for that report I have been promised a copy but to date its ended up as a time delay.

So I am formally requesting a review into why I will not now receive any noise mitigation treatment to my property.

[REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=224755

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: Tue, 19 Sep 2017 12:02:35 +0000
To: [REDACTED]
Subject: FW: Submission Details for Pierre Leeshaa (object)

From: system@accelo.com On Behalf Of "Pierre Leeshaa"
Sent: Tuesday, 19 September 2017 10:02:22 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Pierre Leeshaa (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Pierre Leeshaa
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:

Objection -

It is unacceptable to have exhaust air near Rozelle Public School. Surely, the proposed outlet will frequently blow its unfiltered contents in the the direction of our school which is located at higher altitude.

This is alarming.

[REDACTED]
Submission: Online Submission from Pierre Leeshaa (object)
https://majorprojects.accelo.com/?action=view_activity&id=224783

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Feedback on EIS for WestConnex M4-M5 Link (Application Number SSI 16 7485)

Thank you for the opportunity to give my feedback on the EIS for WestConnex M4-M5 Link. I outline my major concerns below, particularly those related to the Rozelle Public School.

Ventilation: Air pollution

WestConnex proposes two unfiltered tunnel ventilation facilities of unknown heights: one approximately 250m northwest and another approximately 700m southeast of the School.

The area encompassed by these stacks' emissions includes nearly all of the School's catchment area, potentially affecting many, if not most, of the School's children and families. Our children will be exposed to unfiltered emissions while at school, as they walk to and from school, as they play at school, at local parks and where they live. These emissions can lead to adverse health effects.

Air pollution, noise and vibration during construction

Four to five 4 to 5 years of construction works is proposed. This includes constructing the tunnel entrance and exit on Victoria Road approximately 250m from the School, continuing the tunnelling and all associated work including: demolition, storing and moving rock, haulage by trucks and the workforce travelling, parking and more.

Above-ground work is proposed to be undertaken 7am–6pm Mondays to Fridays and 8am–1pm on Saturdays. Tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of or their entire primary school education - during the entire time that our children are present on school grounds or at home.

My major concerns are:

- Impacts on our children's abilities and opportunities to learn and play during these times
- Impacts on pre-school infants' opportunity to rest during nap-times
- Endangering children's health, increasing their stress, and worsening the impact on those with pre-existing respiratory conditions
- Impact on our children's sleep, leading to tiredness and difficulty learning.

Soil pollution in construction

Construction could cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and these could be spread throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

I am concerned that constructing and using the M4-M5 Link will endanger our community's safety in many ways. These include:

- Potential safety risks for road users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic
- Road closures and heavy construction vehicles making it very difficult for parents and small children to walk to school safely
- Similar road safety concerns for parents and children on the school run after the Link is completed
- Construction impeding our children's safety and ability to travel to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park
- Rat runs and increased traffic in side streets surrounding the School by drivers seeking to avoid tolls
- Impacts on bus routes and stops on Victoria Road
- Impacts on cycle paths on Victoria Road
- Access to King George's Park and the Bay Run by cyclists and pedestrians

Other major concerns I have include:

For the sake of our community, our families, and our children, I hope you will be able to consider and address these important concerns.

Yours Sincerely,

(I allow / do not allow for my personal details to be published)

Name:

Address:

Email:

Pierre Leeshan
40 Merton St. Rozelle

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details
Attachments: 224912_201709201442_2017Sep20_1451.pdf

From: system@acelo.com On Behalf Of=?UTF-8?B?IkV2YW4gSHVsbWUi?=
Sent: Wednesday, 20 September 2017 2:52:29 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: =?UTF-8?B?U3VibWlzc2lvbiBEZXRhaWxz?=

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:
 Director, Transport Assessments Planning Services
 Department of Planning and Environment.

Refer Application Number SSI 7485

Dear Sir/Mam,

I am making this submission after recently being contacted in person by two representatives of the New South Wales State Government who attended my residence informing me that our place of residence (address available on submission form) has been identified as a residence that will be "Highly Affected" by building works associated with the construction of the Darley Road Civil and Tunnel Site, due to start in 2018 with an expected completion date late in 2022.

Whilst I understand and support the need for growth and increased infrastructure residents affected by these ongoing works should not be negatively impacted, or measures put in place to minimise any potential impact.

I have been supplied and read the Leichhardt Fact sheet 2017 and according to the fact sheet noise reduction measures will be put in place I believe that the NSW Government should be giving consideration to further to noise reducing measures in residence that they have identified as being within the "Highly Affected Areas". These could include but not limited to installing double glazed windows and installation of noise reducing insulation.

I appreciate the attempts by Government planners to implement noise reducing strategies as outlined in the 2017 fact sheet but also included in the fact sheet is that there is expected to be approx. 170 movement's by heavy and light construction vehicles each day, changes to the local traffic arrangements.

These two examples alone will negatively affect residents identified as being in the highly affected area and increase noise significantly.

As the fact sheet also details the expected hours of surface works to be between 0700hrs and 1800hrs Monday to Friday, 0800hrs to 1300hrs Saturday and no guaranteeing that there will be no work on Sundays and public holidays. Added to this there is an expectation that underground tunnelling will be taking place 24hrs a day.

The hours of operation and major construction activities being mainly based around normal business hours are obviously part of the noise reduction mitigation measures but personally this does not help with my situation.

I am employed in the emergency services and have been for 16 years and part of my role I am required to work a 12hr rotating shift roster working a combination of nights days and weekends. The thought of returning home after a 12hr night shift and not being able to sleep due to increased noise levels would be not only detrimental to my health but also affect my ability to service the community and perform my duties.

My partner is a professional and 90% of the time works from home and works a combination of days and nights, she is required to work these hours enabling her to communicate with partner agencies in both Europe and the US. Increased noise levels again like me would impact on her work and the ability to perform her role and have a negative impact on her health.

I am making this submission in a timely manner to make the NSW State Government aware of my circumstances and situation as having being identified by the State Government as being Highly affected by the construction of the Darley road civil and tunnel site.

I would like the State Government of NSW to take into account the impacts of major construction activities to these affected residences and implement further noise reduction strategies to individual residences as there are no mention of noise reduction strategies for individual residences outlined in the Leichhardt fact sheet 2107.

Kind Regards,

[REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=224912

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

Director, Transport Assessments Planning Services

Department of Planning and Environment.

Refer Application Number SSI 7485

Dear Sir/Mam,

I am making this submission after recently being contacted in person by two representatives of the New South Wales State Government who attended my residence informing me that our place of residence (address available on submission form) has been identified as a residence that will be "Highly Affected" by building works associated with the construction of the Darley Road Civil and Tunnel Site, due to start in 2018 with an expected completion date late in 2022.

Whilst I understand and support the need for growth and increased infrastructure residents affected by these ongoing works should not be negatively impacted, or measures put in place to minimise any potential impact.

I have been supplied and read the Leichhardt Fact sheet 2017 and according to the fact sheet noise reduction measures will be put in place I believe that the NSW Government should be giving consideration to further to noise reducing measures in residence that they have identified as being within the "Highly Affected Areas". These could include but not limited to installing double glazed windows and installation of noise reducing insulation.

I appreciate the attempts by Government planners to implement noise reducing strategies as outlined in the 2017 fact sheet but also included in the fact sheet is that there is expected to be approx. 170 movement's by heavy and light construction vehicles each day, changes to the local traffic arrangements. These two examples alone will negatively affect residents identified as being in the highly affected area and increase noise significantly.

As the fact sheet also details the expected hours of surface works to be between 0700hrs and 1800hrs Monday to Friday, 0800hrs to 1300hrs Saturday and no guaranteeing that there will be no work on Sundays and public holidays. Added to this there is an expectation that underground tunnelling will be taking place 24hrs a day.

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I am employed in the emergency services and have been for 16 years and part of my role I am required to work a 12hr rotating shift roster working a combination of nights days and weekends. The thought of returning home after a 12hr night shift and not being able to sleep due to increased

noise levels would be not only detrimental to my health but also affect my ability to service the community and perform my duties.

My partner is a professional and 90% of the time works from home and works a combination of days and nights, she is required to work these hours enabling her to communicate with partner agencies in both Europe and the US. Increased noise levels again like me would impact on her work and the ability to perform her role and have a negative impact on her health.

I am making this submission in a timely manner to make the NSW State Government aware of my circumstances and situation as having being identified by the State Government as being Highly affected by the construction of the Darley road civil and tunnel site.

I would like the State Government of NSW to take into account the impacts of major construction activities to these affected residences and implement further noise reduction strategies to individual residences as there are no mention of noise reduction strategies for individual residences outlined in the Leichhardt fact sheet 2107.

Kind Regards,

From: [REDACTED]
Sent: Wed, 20 Sep 2017 08:19:32 +0000
To: [REDACTED]
Subject: FW: Submission Details for Jolyon Sykes (object)

From: system@acelo.com On Behalf Of Jolyon Sykes
Sent: Wednesday, 20 September 2017 6:19:20 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Jolyon Sykes (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jolyon Sykes
 [REDACTED]

Address:
 [REDACTED]

Wombarra, NSW
 2515

Content:

The Minister for Planning should reject this Environmental Impact Statement because it lacks detail and certainty. It should not be accepted as an EIS.

I am a resident of Wollongong, and am especially concerned about the consequences of the toll roads for the people of Wollongong.

The viability of the M4/5 extension depends on more tollways being built. These tollways will be a burden on the people of the region many of whom cannot afford to pay tolls every time they travel to work or visit friends and relatives. There is almost no analysis of this phenomenon in the EIS.

One of the tollways on which the M4/M5 extension depends is the F6 extension. The F6 project has not been properly assessed but would have a substantial negative impact on the Illawarra. It would require the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Some benefits of the F6 are counted in this EIS but none of the costs.

The residents of the Illawarra, including the cities of Wollongong and Shellharbour, depend on the M1 to travel north. We travel north for many purposes - essential and recreational. We want to attract tourists to our region. A toll would be a huge financial burden on our citizens. The South Coast rail line is slow and is often out of service. We do not have other ways of leaving our city, a situation currently being underlined by the closure of Bulli Pass.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

We need improved train services to Sydney. Investing in railway services would ease congestion in central Sydney. The WestConnex plan will funnel more cars into central Sydney. A modern solution, focusing on regular and reliable public transport, would reduce the number of cars going into Sydney, save money, be more acceptable to the population, and prevent the wholesale destruction of valuable landscape and heritage.

I also object to the fact that each section of the Westconnex is assessed separately so that there is never any accurate assessment of cumulative impacts.

The residents of the Illawarra have been forced to pay exorbitant tolls for decades The inequitable impact of tolls is barely dealt with in the EIS.

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this useless and deceptive EIS.


Submission: Online Submission from Jolyon Sykes (object)

https://majorprojects.accelo.com/?action=view_activity&id=224949

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 20 September 2017 8:05:18 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

Dear Director

This is a personal submission.

The EIS comprehensively covers and addresses the physical environmental issues and potential short term impacts of the proposed project.

However, the strategic context lacks gravitas. Across the world communities, academics, urban practitioners, and even governments are turning away from the road-based formula that chokes global cities and restricts the growth of liveable, clean, and beautiful places. The idea that a major road-based intervention in the core of a city is suitable, sustainable, or even slightly sensible is a fallacy.

This project, a ghost of times past, is a slap in the face to future generations who will see and judge this decision as fundamentally flawed.

Surely the immense public outcry over the program of motorways gives you professional and personal pause. Consider the volume and diversity of civic objection - a representation of society's view. If this isn't democracy speaking, I don't know what is.

I'd like to personally object to this project as a professional and a citizen and a father. I object to the program of investment of public funds towards an unsustainable, unsatisfying, and remarkably uninspiring future for the city, current residents, future residents, and our children.

Regards,
[REDACTED]


https://majorprojects.accelo.com/?action=view_activity&id=224957

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

R

Richard Mohr

replied by email

224387_WestconnexM4-M5SubmissionSRPP_2017Sep14_1825.pdf

Thu Sep 14 2017

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Richard Mohr Organisation:

Social Research Policy & Planning PL (director)

Govt. Agency: No

Address:

WOMBARRA, NSW
2515

Content:

Concerns regard three key areas:

1 Access to international gateways and key places of business (Application 2.2)

2 Cumulative impacts (greenhouse gases, resource use and waste minimisation, environmental risk)
(EIS ch 26)

3 Proposed surface works: Rozelle Rail Yards (Application 3.4)

See fuller submission attached.

Submission: Online Submission from company Social Research Policy & Planning PL
(org_comments)https://majorprojects.accelo.com/?action=view_activity&id=224387

bmission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247[224387_WestconnexM4-M5SubmissionSRPP_2017Sep14_1825.pdf](#) 2.078 MB

WestConnex M4-M5 Link

Submission on State Significance Infrastructure Application (January 2017)

taking into consideration the EIS (August 2017)

Concerns regard three key areas:

- 1 Access to international gateways and key places of business (Application 2.2)
- 2 Cumulative impacts (greenhouse gases, resource use and waste minimisation, environmental risk) (EIS ch 26)
- 3 Proposed surface works: Rozelle Rail Yards (Application 3.4)

1 It is unrealistic to improve traffic connections to key places of business (see Application fig 2-2) including the financial services hub, the creative digital technologies hub, the Randwick education and health hub and international gateways (the airport, Port Botany). Motor vehicles reaching these places need to be parked. The land is simply not available in the hub locations. The port and airport gateways need access for freight, which is already congested *at the destination*. Freeing up access, particularly for private motor vehicles, will not touch that problem and will exacerbate it. The pinpoint locations of the hubs (no more than 1-2 sq km) mean traffic simply will not be able to reach them.

2 Cumulative impacts of increased traffic will increase greenhouse gas emissions, and waste resources.

Cumulatively, these impacts will pose longer term environmental risks, both locally on air and water quality, and globally through greenhouse gas accumulation. The statement in the EIS that higher speeds and smoother traffic flows mitigate these risks ignores both

- (a) the increased traffic attracted to roads with these characteristics; and
- (b) the likelihood of further congestion in the feeder roads and at destinations (see 1).

3 Rozelle Rail Yards are already intended as marshalling yards for the expanded Sydney Light Rail network. They offer a corridor for expansion of that network to Balmain, Rozelle and the Bays Precinct, potentially completing the circle which presently runs from St Johns Square and the Fish Market to Rozelle Bay light rail stations. While the proposed Camperdown interchange will explicitly protect bus lanes and allow for future public transport improvements (3.5), the surface works for the Rozelle interchange are presented as an unimpeded brownfields site, with no constraints. Public transport corridors and nodes, including light rail, bus and metro access, must be designed into the Rozelle Rail Yards precinct.



Richard Mohr
Director



[REDACTED]

From: [REDACTED]
Sent: Monday, 18 September 2017 8:35 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Submission to WestConnex New M4/M5 EIS, Project# SSI 16_7485

Categories: Follow-up

Good morning team,

Please see attached addressed to the secretary.

Regards,
[REDACTED]

[REDACTED]



From: [REDACTED] [mailto:campaigns@good.do]
Sent: Sunday, 17 September 2017 6:12 PM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, Project# SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project# SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I wish to OBJECT to the EIS for the M4/M5 toll road and the whole WestConnex network of tollways of which it is a part.

I object to the lack of objectivity in this EIS in which the benefits are never critically discussed, the costs underestimated and impacts understated.

In weighing up the supposed benefits of WestConnex, no attempt is made to realistically review the costs of added on projects and road work that is being planned as a consequence of WestConnex.

I object to AECOM being paid millions of dollars of public funds to play a key role in the EIS for the M4, M5 and M4/M5 despite the fact that it has been sued for being negligent in relation to past traffic studies and has already paid more than \$350 million in settlement costs for two cases.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The justification for the project depends on speculative traffic predictions for the future and includes projects such as the F6 (Southern motorway) that are outside the scope of the project. These projects are currently little more than vague plans.

I object on the grounds that Westconnex has failed in this EIS to refute claims of credible independent experts of the traffic analysis in AECOM's earlier EIS for Stages One and Two.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object on the grounds that the social and economic impact of the flow of cars and trucks out of tunnel exits on local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) has not been assessed. This failure disguises the traffic impacts on Inner West communities.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities. I object to the fact the EIS Social and Economic Impact consultants failed to do any field research on the current impacts on St Peters, Concord and Haberfield residents of construction.

I object to exposing residents in Haberfield and St Peters to another five years construction. I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I object to unfiltered stacks.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I call on the Minister for Planning to reject this project on the grounds that even the inadequate traffic analysis that has been undertaken shows that the roads near the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and liveability of cities.

I recognise that there is pressure on several NSW Departments, including Planning, to approve this project. I remind public servants of their obligation to the public. Please consider the potential social, health and economic costs of spending \$17b on Westconnex which provides no solution to Sydney's transport needs.

Yours sincerely, [REDACTED]

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Please reply to [REDACTED] at [REDACTED]

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■

From: [REDACTED] <campaigns@good.do>
Sent: Thursday, 21 September 2017 8:42 PM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement as so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS.

The strategic justification for this project is very thin indeed. Its viability depends on even more tollways being built. These tollways will be a burden on the people of Sydney and many will be penalised because they cannot afford to pay tolls. There is almost no analysis of toll avoidance and its link to cost of living pressures in the EIS.

The Rozelle Interchange is no more than a design concept. It involves three levels of tunnels crossing under densely settled streets of old houses. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. SMC admit that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. No project should be approved with so little detail included in an EIS. To do so would irresponsibly expose the community to huge costs and dangers without adequate investigation.

The justification for the project assumes that the F6, the Western Harbour Tunnel and other tollways will be built. The F6 project has not been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I object to unfiltered stacks.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Yours sincerely, [REDACTED]

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Please reply to [REDACTED] at [REDACTED]

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From: [REDACTED] <campaigns@good.do>
Sent: Tuesday, 26 September 2017 6:59 AM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I strongly object to this proposal and I therefore call on the NSW Minister for Planning not to approve this Environmental Impact Statement which is 'indicative only'.

The Rozelle underground Interchange is only a design concept. It involves three levels of tunnels crossing under densely settled old urban streets. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. A designer openly admitted that it was a concept that had been mandated politically and so far not been engineered. The community should not be placed at risk in this manner. It would be completely irresponsible to approve this EIS.

To approve this concept on the basis of so little information would expose thousands of residents to danger and a further huge blow out in construction costs. These costs would be added to the tolls that millions of motorists and truck drivers will pay for decades to come. This will create an intolerable economic burden on the people of Sydney.

Apart from being 'indicative only', the entire document is based on approval of further toll roads to justify its case. These other proposals, such as the F6, are in draft form, not approved and, if they proceed, will not be open for years.

The business case for this project, which depends on the payment of tolls, is looking very shaky. The EIS does not engage with the critical review by SGS Consulting of the 2015 Updated Business case or with the City of Sydney's assessment that the Cost Benefit Ratio might be lower than 1:1.

The impact of rat running on local streets which is already a well-publicised issue with respect to the M4 widening, is not properly addressed. This is a direct and long-term impact of the project. There is no proper analysis of the impact of tolls or discussion of what enforceable obligations would be placed on the NSW government to address this issue.

Rozelle would also be the site of an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I object to unfiltered stacks. I cannot understand why if the NSW government is spending so many billions of dollars, it cannot afford to filter the stacks. I completely reject that statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks.

This EIS has so many uncertainties and contains so little information that it should not even be accepted as an EIS. On important issues like impact on groundwater or risks of flooding, the EIS contains so little detail that it does not even meet the standards expected of an EIS. Details are postponed until after a construction consortium is chosen. Only then will risks properly be identified. At that stage, Councils and the public will have no right to information or feedback.

The proposal for a drive-site on Darley Road is opposed by the Inner West Council, its traffic planners and the independent engineer appointed by the Council. The plan to run 170 heavy and light vehicle movements

a day into a known accident blackspot is unfathomable. There is no detail in the EIS as to how this impact will be managed so that the community is not at risk.

The WRTM model used for the traffic analysis has been found by independent research analysts to be deeply flawed. It has not been publicly released, which has made it impossible for its assumptions to be tested. I am concerned that a traffic model that is being used for such a huge public infrastructure project should not be regarded as “commercially in confidence.”

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead. Haberfield that would have by 2023 endured 8 years of destruction and construction impacts would be also extremely congested near portals. The overlap in construction projects (up to 12 months) rates a two-sentence mention in the EIS. There is no analysis of this impact in the EIS, not any detail of the areas affected – and therefore no proposed mitigation.

I am disappointed that the consultants did not do any actual research into the impacts on communities of the construction of the M4East and New M5. The term 'construction fatigue' is not adequately explained or assessed by consultants who are biased towards construction. I ask that you travel to St Peters and Haberfield and talk to residents – ask them if the impacts have been acceptably managed.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases, it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is absurd to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

I object to the fact that each Westconnex stage is being assessed separately so there is never any accurate assessment of cumulative impacts or an assessment of the overall benefit (if any) of the WestConnex toll road. At a political level, the NSW government may have seen it as desirable to keep adding tollways but NSW Planning should in the public interest adopt an independent approach and reject this EIS.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion. Already scores of heritage buildings have been destroyed. I oppose destroying anymore for this Stage of WestConnex.

This EIS lacks critical information about plans, contains many uncertainties and identifies many risks but not how they will be resolved. I strongly urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, [REDACTED]

_____ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED] at [REDACTED]

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From: [REDACTED] <campaigns@good.do>
Sent: Monday, 25 September 2017 6:37 AM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I strongly object to this proposal and I therefore call on the NSW Minister for Planning not to approve this Environmental Impact Statement. It does not meet the requirements of the NSW Planning Secretary for the EIS and is deficient in many ways.

Building more tollways will create an intolerable economic burden on the people of Sydney.

Apart from being 'indicative only' the entire document is based on approval of further toll roads to justify its case. These other proposals, such as the F6, are in draft form, not approved and, if they proceed, will not be open for years.

The Rozelle Interchange is only a design concept. It involves three levels of tunnels crossing under densely settled old urban streets. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. SMC admit that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. A designer openly admitted that it was a concept that had been mandated politically and so far not been engineered. The community should not be placed at risk in this manner. It would be completely irresponsible to approve this EIS.

The business case for this project, which depends on the payment of tolls, is looking very shaky. It will be the community who is left to pick up the tab if this wasteful and ill-conceived project is approved. The EIS does not engage with the critical review by SGS Consulting of the 2015 Updated Business case or with the City of Sydney's assessment that the Cost Benefit Ratio might be lower than 1:1.

The impact of rat running on local streets which is already a well-publicised issue with respect to the M4 widening, is not properly addressed. This is a direct and long-term impact of the project. There is no proper analysis of the impact of tolls or discussion of what enforceable obligations would be placed on the NSW government to address this issue.

Rozelle would also be the site of an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I object to unfiltered stacks. I cannot understand why if the NSW government is spending so many billions of dollars, it cannot afford to filter the stacks. I completely reject that statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection.

The proposal for a drive-site on Darley Road is opposed by the Inner West Council, its traffic planners and the independent engineer appointed by the Council. The plan to run 170 heavy and light vehicle movements

a day into a known accident blackspot is unfathomable. There is no detail in the EIS as to how this impact will be managed so that the community is not at risk.

This EIS has so many uncertainties and contains so little information that it should not even be accepted as an EIS. On important issues like impact on groundwater or risks of flooding, the EIS contains so little detail that it does not even meet the standards expected of an EIS. Details are postponed until after a construction consortium is chosen. Only then will risks properly be identified. At that stage, Councils and the public will have no right to information or feedback.

The EIS does indicate that odours would continue in St Peters during Stage 3. These odours have already damaged community members' health. SMC has shown that it cannot comply with its EPA licence.

The WRTM model used for the traffic analysis has been found by independent research analysts to be deeply flawed. It has not been publicly released, which has made it impossible for its assumptions to be tested. I am concerned that a traffic model that is being used for such a huge public infrastructure project should not be regarded as "commercially in confidence."

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead. Haberfield that would have by 2023 endured 8 years of destruction and construction impacts would be also extremely congested near portals. The overlap in construction projects (up to 12 months) rates a two-sentence mention in the EIS. There is no analysis of this impact in the EIS, not any detail of the areas affected – and therefore no proposed mitigation.

I object to the negative social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5. This has not been properly assessed.

I am disappointed that the consultants did not do any actual research into the impacts on communities of the construction of the M4East and New M5. The term 'construction fatigue' is not adequately explained or assessed by consultants who are biased towards construction. I ask that you travel to St Peters and Haberfield and talk to residents – ask them if the impacts have been acceptably managed.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield, and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion. Already scores of heritage buildings have been destroyed. I oppose destroying anymore for this Stage of WestConnex.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases, it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is absurd to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to the fact that each Westconnex stage is being assessed separately so there is never any accurate assessment of cumulative impacts or an assessment of the overall benefit (if any) of the WestConnex toll road. At a political level, the NSW government may have seen it as desirable to keep adding tollways but NSW Planning should in the public interest adopt an independent approach and reject this EIS.

This EIS lacks critical information about plans, contains many uncertainties and identifies many risks but not how they will be resolved. I strongly urge the Secretary of NSW Planning to advise the Minister to reject this EIS,

Yours sincerely, [REDACTED]

_____ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

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From: [REDACTED] <campaigns@good.do>
Sent: Sunday, 24 September 2017 7:12 AM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the NSW Minister for Planning to reject this Environmental Impact Statement.

The strategic justification for this project is inadequate. The justification for stage 3 now depends on even more tollways being built. Building more tollways would create an intolerable economic burden on the people of Sydney. Those who cannot afford to pay tolls will be penalised. There is less than two pages of analysis of toll avoidance in the EIS.

The Rozelle Interchange is no more than a design concept. It involves three levels of tunnels crossing under densely settled old urban streets. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. SMC admit that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. A designer openly admitted that it was a concept that had been mandated politically and so far not been engineered.

Even as a concept, its dangers are revealed. Rozelle would be lumbered by an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. No project should be approved with so little detail included in an EIS. To do so would irresponsibly expose the community to huge costs and dangers without adequate investigation.

This EIS has so many uncertainties and contains so little information that it should not even be accepted as an EIS. On important issues like impact on groundwater or risks of flooding, the EIS contains so little detail that it does not even meet the standards expected of an EIS. Details are postponed until after a construction consortium is chosen. Only then will risks properly be identified. At that stage Councils and the public will have no right to information or feedback.

The WRTM model that has been used for the traffic analysis has been found by independent research analysts to be deeply flawed. It has not been publicly released, which has made it impossible for its assumption to be tested. The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead. Haberfield that would have by 2023 endured 8 years of destruction and construction impacts would be also extremely congested near portals.

The justification for the project assumes that the F6, the Western Harbour Tunnel and other tollways will be built. The F6 project has not been assessed at all. It would involve the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The so-called benefits of the F6 are counted in this EIS but none of the costs.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. I am disappointed that rather than using a tick-box attitude to social and economic impact assessment, the consultants did not do

any actual research into the impacts on communities of the construction of the M4East and New M5. The term 'construction fatigue' is not adequately explained or assessed by consultants who are biased towards construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to the fact that each Westconnex stage being assessed separately so there is never any accurate assessment of cumulative impacts. At a political level the NSW government may have seen it as desirable to keep adding tollways but NSW Planning should adopt a professional and independent attitude and reject this EIS that relies on tollway construction way beyond the scope of WestConnex.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested. Severe noise impacts on hundreds of residents are not acceptable to me.

I am also disturbed by the choice of Camperdown as a dive site. This is a densely settled already congested area which in parts is prone to flooding.

I object to unfiltered stacks. I completely reject that statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion. Already scores of heritage buildings have been destroyed. I oppose destroying anymore for this Stage of WestConnex.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is absurd to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is an incomplete and rushed document and should not be accepted by NSW Planning. I therefore urge the Secretary of NSW Planning to advise the Minister to reject this EIS,

Yours sincerely, [REDACTED]

_____ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED] at [REDACTED]

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From: [REDACTED] <campaigns@good.do>
Sent: Wednesday, 11 October 2017 7:25 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS.

NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

I object to the use of Darley Rd, Leichhardt as a drive site. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges and anyone who have driven there knows, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis cannot be approved.

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is

no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

We are also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of much more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. I am appalled that these odours are predicted to possibly continue if Stage 3 is approved. No community should be treated in this manner.

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So we will have to put up with the exhaust from the tunnels and the additional car emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

I am also concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection. The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner Council Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site 9 James St and City West Lick, based on TfNSW's own data, is the third most dangerous intersection in the inner west. Despite that, SMC wishes to bring in 100 heavy vehicle movements a day, plus an additional 70 light vehicle movements. There have been two fatalities directly out front the proposed site and it belied belief that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, [REDACTED]

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Please reply to [REDACTED] at [REDACTED]

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I submit my strongest objections to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: [REDACTED]

Signature: [REDACTED]

Please include my personal information when publishing this submission to your website
Declaration : I HAVE NOT made any reportable political donations in the last 2 years.

Address: [REDACTED]

Suburb: [REDACTED] Postcode: [REDACTED]

Submission to:

Planning Services,
 Department of Planning and Environment
 GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name:
 WestConnex M4-M5 Link

- ◇ Recently Andrew Constance has been quoted numerous times promoting his vision of the transport future and some of these views are aired in the EIS but the vision put forward is highly visionary with no practical detail addressing how these changes are going to be brought about and so they are totally unrealistic. For example it is starting to be commonly accepted that car manufacturers will be reducing production of petrol/diesel cars before 2040 probably starting in 2030. It is proposed that electric cars will then take over. It is suggested that cars will be charged over night at people's homes. Virtually no one in the Inner City Suburbs has a garage. Are all the streets throughout all the suburbs going to be fitted out with charging points outside all the houses, similar to parking meters? We have all watched the shambles of the rolling out of the NBN it would be mind blowing to watch what would happen with the rolling out of charging points to each household without a garage and it would take years to achieve. There are virtually no recharging points at any Fuel Stations anywhere as yet and to set these up will take years. A large part of the population run older cars, because that is all they are able to afford. It will take many years for these petrol/diesel cars to disappear. Andrew Constance has also said that when everyone is driving an autonomous car average speeds will be reduced but as they are not being controlled by individual drivers this will mean they will be able to travel much closer together and so there will not be so much delay caused by spread out congestion. If this is to be so perhaps the suggestion could be made that some mechanism could be employed which would enable these cars to link together; if that could be done then they could form -a TRAIN - and then really travel at speed!
- ◇ The removal of spoil from the Rozelle Rail Yards will lead to the largest number of spoil truck movements on the entire Stage 3 project: 517 Heavy truck movements a day, of which 46 are stated to take place during peak hours. This will lead to extra noise and air pollution in this area.
- ◇ Volumes on the main links (the trunks) cannot be as high as what is claimed in the EIS. It is physically untenable.
- ◇ The money spent on this stage could have been spent on modernizing the railway signal system so the train service could be improved which would benefit the communities west of Parramatta. What commuters out west really need is an extension of the heavy rail train system. I object that we were never given a choice about it.
- ◇ I object to this stage of WestConnex which doesn't benefit western Sydney in any way because it doesn't even include the links to Port Botany or Sydney Airport which were the main justification for the whole project

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name:.....

Signature:.....

Please **include** my personal information when publishing this submission to your website

Declaration : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address:.....

Suburb:Postcode.....

Submission to:

Planning Services,
Department of Planning and
Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5
Link

- The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)
- I object to the publication of this EIS only 14 days after the final date for submission of comments on the concept design. At the time this EIS was approved for publication, there had been no public response to the public submissions on the design. It was not possible that the community's feedback was considered let alone assessed before the EIS model was finalised. The rushed process exposes the fundamental lack of integrity in the feedback process and treats the community with contempt.
- At very minimum, the assessment of Strategic Alternative 1 (improvements to the existing arterial road network) should:
 - Identify key network capacity issues.
 - Develop a scenario of investments in (potentially major) arterial road improvements required to address the road network capacity constraints. The City of Sydney's alternative scheme provides one example of what improvements to the existing arterial road network might look like.
- Carry out transport modelling and economic analysis to inform the assessment of the alternative.
- The removal of Buruwan Park between The Crescent and Bayview Crescent/Railway Parade, Annandale to accommodate the widening realignment of the Crescent would be a direct loss of much-needed parkland in this inner city area. Further, Buruwan Park lies on a major cycle route from Railway Parade through to Anzac Bridge, UTS and the CBD.
- I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.
- It is quite clear that the escalating cost of tolls will encourage drivers to avoid tollways. This will further pollute and congest local roads. Such impact already evident on Parramatta Rd usage after the new M4 tolls were introduced. The community expects similar impacts on roads around the St Peters interchange, including the Princes Highway, King St, Enmore and Edgeware Roads and though streets of Alexandria and Erskineville. The EIS Traffic analysis fails to deal with this issue of traffic beyond the boundaries of the project and should be rejected.
- The presence of 170 heavy and light vehicle movements a day at this site will create an unacceptable risk to students. The EIS should not

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Name _____ Email _____ Mobile _____


| | | | |
|---|------------|--|----------|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: | | |
| | Address: | | |
| Application Number: SSI 7485 | Suburb: | | Postcode |
| Application Name: WestConnex M4-M5 Link | Signature: | | |
| Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website Declaration: <u>HAVE NOT</u> made any reportable political donations in the last 2 years. | | | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- Stage 3 is the most complex and expensive stage of WestConnex and the government is seeking approval, yet there are no detailed construction plans so we are not speaking to a real situation.
- The process that has led to this EIS has been undemocratic and obscure, driven by decisions made behind closed doors.
- The business case for the project in all three stages has failed to taken into account the external costs of these massive road projects in air pollution for human and environmental health, in adding fossil fuel emissions to increase global warming effects, and in the economic and social costs of the disruption to human activities, of displacement of people and businesses and of the destruction of community cohesion and amenity. These external costs far outweigh any benefits from building roads which poorly serve people's transport needs but instead enrich private corporations.
- This EIS contains **no meaningful** design and construction details and no parameters as to how broad changes and therefore impacts could be. It therefore fails to allow the community to be informed about and comment on the project impacts in a meaningful way.
- The EIS at 7-41 acknowledges that there is great concern in the community that King Street, Newtown, will be made a 24 hour clearway, stating "Roads and Maritime has no plan to change the existing clearways on King Street". This statement is deliberately misleading - it infers that SMC has authority in controlling impacts on regional roads. Roads and Maritime have the unfettered right to declare Clearways wherever and whenever they wish, and RMS has **NEVER** stated publicly that King Street will not be subject to extended clearways.
- The EIS at 12-57 describes possible disruptions of water supply to a vast area of Sydney as a result of tunnelling in the proximity of two major Sydney Water Tunnels in the Newtown area, stating "*Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water Assets*". Why has an EIS been published that infers that the tunnel alignments have been thoroughly surveyed and researched, when further survey work could dramatically alter the alignments in the future ?
- There are estimated 100 heavy and 70 light vehicle movements a day and the plan is to allow a right-hand turn into Darley Road from the CW Link. The trucks will drive onto Darley Road, turn right into the site and then left back out onto the CW Link, which is unrealistic given the amount of traffic on these roads now.
- I am appalled that the Sydney Motorway Corporation could seek approval to build complex interchanges under the suburbs of Rozelle and Leichhardt on the basis of an EIS that is based on a concept design rather than detailed proposal that includes engineering plans.
- The warm and caring words contained in the EIS, ref Sustainability Management Strategy, have not been reflected in the wanton destruction of homes, trees and habitat already. Why should we believe them?
- The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters Interchange will have a heavy disruptive impact on the local transport routes, whether by vehicle, bus, or active transport (walking and cycling).
- Other Comments

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Name _____ Email _____ Mobile _____

| | | |
|--|--|----------------------|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: [REDACTED] | |
| | Address: [REDACTED] | |
| Application Number: SSI 7485 | Suburb: [REDACTED] | Postcode: [REDACTED] |
| Application Name: WestConnex M4-M5 Link | Signature:  | |
| Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. | | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons, and request the Minister reject the application.

- | | |
|--|--|
| <p>⇒ The key intersection performance tables in App H (p.258 St Peters and 248 Rozelle) demonstrate that many intersections will either worsen (at the worst case scenario of LOS F) or remain unchanged particularly in 2033, including the following intersections:</p> <ul style="list-style-type: none"> ▪ Princes Highway/Canal Road ▪ Princes Highway/Railway Road ▪ Unwins Bridge Road/Campbell Street ▪ Campbell Road/Bourke Road ▪ Princes Highway/Campbell Street ▪ Ricketty Street/Kent Road ▪ Gardeners Road/Kent Road ▪ Gardeners Road/Bourke Road ▪ Gardeners Rd/O'Riordan Street ▪ Victoria Road/Lyons Road ▪ Victoria Road/Darling Street ▪ Victoria Road/Robert Street <p>⇒ I object to this new tollway because in the past tolls have been justified as needed to pay for the new road. This is not the case of this tollway that will charge tolls for 40 years. This is only to guarantee revenue to the new private owner.</p> <p>⇒ The proponent excludes the impact of the Western Sydney Airport from analysis of the project. This could have a significant impact on traffic volumes.</p> <p>⇒ The modelling shows significant increases in traffic on Victoria Rd (+20% ADT) which is already at capacity.</p> | <p>⇒ Most people in Emu Plains, Penrith, Mt Druitt, or Blacktown who work in Sydney CBD use the trains. What workers travelling to Sydney city really need are better and more frequent trains. This is just dismissed by the EIS.</p> <p>⇒ Most people in Emu Plains, Penrith, Mt Druitt, or Blacktown who work in Sydney CBD use the trains. What workers travelling to Sydney city really need are better and more frequent trains. This is just dismissed by the EIS.</p> <p>⇒ The modelling shows the motorway exceeds reasonable operating limits in the peak in less than ten years.</p> <p>⇒ The underlying traffic modelling and outputs was insufficient to:</p> <ul style="list-style-type: none"> ▪ Demonstrate the need for the project. ▪ Understand impacts of dispersed traffic on connecting roads, such as the Anzac Bridge, and whether they have available capacity to meet the predicted traffic discharge. Any congestion on exits has the capacity to negate all travel time savings to the exit point, given the small predicted benefits. |
|--|--|

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Name _____ Email _____ Mobile _____

I submit my strongest objections to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: [REDACTED]

Signature: [REDACTED]

Please include my personal information when publishing this submission to your website
Declaration : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: [REDACTED]

Suburb: [REDACTED] Postcode: [REDACTED]

Submission to:

Planning Services,
 Department of Planning and Environment
 GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name:
 WestConnex M4-M5 Link

- ◇ The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
- ◇ The EIS states that the Rozelle interchange and the surrounds of the Anzac Bridge are currently close to capacity. With the proposed project construction the area is going to be subjected to a huge increase in vehicle movements throughout the area for 5 years. Even the 'with project' scenario states that this area will experience no improvement and if anything the current situation will be worse. This is totally unacceptable and proves that the whole project is a complete White Elephant. Indeed it is stated in the EIS that the only way to mitigate for this situation by 2033 is for the working population to adjust their work hours. "Due to forecast congestion, some of this traffic is predicted not to be able to start or finish their journey within the peak period. Some drivers will therefore choose to make their journey either earlier or later in the peak period to avoid delay. This behavior is called 'peak spreading'..." This is a categorical admission of failure of this complete project and a stupendous waste of Tax Payers money.
- ◇ The social and economic impact study notes the high value placed on community networks and social inclusion but does nothing to seriously evaluate the social impacts on these of WestCONnex. Any genuine assessment would draw on experience with the New M5 and M4 East rather than ignoring it. This lack of genuine engagement with social impact reduces the study to the level of a demographic description and a series of bland value statement
- ◇ The mechanical ventilation proposed depends on single direction tunnel construction, so how it can possibly work for large curved tunnels on multiple levels is unknown.
- ◇ Worker parking – Leichhardt. There is provision in the EIS for only a dozen worker car parks and no provision for the 100 or so workers who will be permanently based at the Darley Road site for up to five years. A major construction site project should not be permitted in a neighbourhood area without allocated parking for all workers. No other business would be permitted to be established without this requirement being satisfied – why is it acceptable for this project? In addition, the EIS proposes the removal of 20 car spaces used by residents on Darley Road and will remove the 'kiss and ride' facility at the light rail stop. This will result in residents being unable to park in their own street and will increase noise impacts from workers doing shift changeovers 24 hours a day.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____


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|---|--|
| Submission from: Name: [REDACTED] Signature: [REDACTED] Please <u>include</u> / delete (cross out or circle) my personal information when publishing this submission to your website Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. Address: [REDACTED] Suburb: [REDACTED] Postcode: [REDACTED] | Submission to: Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 Attn: Director – Transport Assessments Application Number: SSI 7485 Application Application Name: WestConnex M4-M5 Link |
|---|--|

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application.

- ❖ The decision to build a three-stage tollway instead of expanding public transport has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
- ❖ The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city.
- ❖ There will be 100 workers a day on the site, with provision for only 10-20 car spaces and there is a concession that local streets will be used, who will be 'encouraged' to use public transport. Our experience with the major construction sites in Haberfield, and St Peters that public transport is not used by the workers and that despite the fact they are not supposed to do so, they park in our local streets and cause strife with our residents:
- ❖ The EIS at 7-21 states that Community update Newsletters were distributed to residents 'near the project footprint' in many suburbs. This statement is simply not correct. No such newsletters were received by residents in central and northern Newtown. SMC was made aware of this fact, but has not responded to verbal and written requests for audited confirmation of the addresses 'letterboxed'. This statement of community engagement should be rejected by the Department.
- ❖ Darley Road is confirmed as a 'civil and tunnel site (dive site)' with a 'Motorway Operations' site at one end for machinery during the build and will then house permanent water treatment facilities, despite evidence tendered to the Concept Design explaining that this intersection has an high accident rate and is completely unsuitable for such a purpose.
- ❖ I do not accept that King Street traffic congestion will be improved by this project, There should be a complete review of the traffic modelling that does not appear to take sufficient notice of the impact of pouring 51000 extra cars down Euston Rd on top of increases in population in the area. Given that there is no outlet between the St Peters and Haberfield or Rozelle, all traffic going to the CBD, East or into the Inner West will use local roads.
- ❖ I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed. There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
- ❖ Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?
- ❖ I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.
- ❖ An on-line interactive map was published with the M4-M5 Concept Design that indicated a very wide yellow 'swoosh' that is upwards of a kilometre wide in some sections of the M4-M5 proposals. SMC have NEVER publicly published or acknowledged that the contractor to be appointed to build the tunnels will be 'encouraged' to do so within the yellow swoosh footprint, but may go outside the indicative swoosh area if found necessary after further geotech and survey work. The proposed Sydney Water Tunnels surveys (EIS 12-57) could potentially see a dramatic change in the tunnel alignments in the Newtown area. Why were these surveys not done during the past three years such that 'definitive' rather than 'indicative' alignments could be published. The EIS should be withdrawn till such time that it is a true and fair 'definitive' document open for genuine public comment.

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Name _____ Email _____ Mobile _____

| | |
|---|--|
| Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: [REDACTED] |
| Attention: Director – Transport Assessments | Signature:  <i>Please <u>include</u> / delete (cross out or circle) my personal information when publishing this submission to your website Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.</i> |
| Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link | Address: [REDACTED] Suburb: [REDACTED] Postcode [REDACTED] |

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application

- ❖ It is clear that the tunnel portals will be major sites for more traffic congestion. Some intersections that are currently very congested will be just as bad in 2033.
- ❖ No road junction as large and complex as the extraordinary spaghetti junction proposed to go underground has been built anywhere in the world. The feasibility is not tested. There are no international or national standards for such a construction.
- ❖ The impact of the deep tunnelling for the M4-M5 link - in addition to the tunnelling for the new Sydney Metro in the same area - in the Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings above, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because either contractor will no doubt blame the other.
- ❖ The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.
- ❖ The justification for this project relies on the completion of other projects such as the Western Harbour Tunnel which has not yet been planned, let alone approved.
- ❖ Are there other potentially serious problems with Sydney Water utility services (described at EIS 12-57) or with other utilities in other suburbs or along the proposed M4-M5 tunnel alignment ? If so, the EIS proposals and application should not be approved till these are all disclosed, researched, surveyed and the resolution publicly published.
- ❖ The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters, Haberfield and Rozelle Interchanges will disrupt local transport networks including bus and active transport (walking and cycling).
- ❖ I oppose the destruction of any more of Sydney's heritage for WestCONNex. I am appalled that Sydney Motorway Corporation is seeking approval to tunnel under hundreds of highly valued heritage buildings in Newtown without any serious assessment of risk at all. This heritage belongs to all of Sydney.
- ❖ I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.
- ❖ The mechanical ventilation proposed depends on single direction tunnel construction, so how it can possibly work for large curved tunnels on multiple levels is unknown.
- ❖ Other Comments :

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Name _____ Email _____ Mobile _____

Attention Director
Application Number: SSI 7485

**Infrastructure Projects, Planning
 Services,
 Department of Planning and
 Environment
 GPO Box 39, Sydney, NSW, 2001
 Application Name:
 WestConnex M4-M5 Link**

Name: [REDACTED]

Signature: [REDACTED]

Address: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

..... Please
include my personal information when publishing this submission to your website. I HAVE NOT
 made reportable political donations in the last 2 years.

I submit my objection to the WestConnex M4-M5 Link proposals for the reasons stated below, and request the Minister reject the application entirely, and cause the proponents to reissue an EIS that is based on a fully researched, developed, and budgeted concept design, and require the proponents to prepare a new business case against that design.

- A review of RMS traffic counts on numerous arterial routes within the 'sphere of influence' of the Project have shown no growth in traffic since 2006. During this period Sydney's population (as measured by the Greater Capital City Statistical Area) has grown at a rate of 1.5% per annum on average. Roads measured:

- Parramatta Rd at Ashfield (station 25002), Leichhardt (station 20012), Five Dock (station 30005) and Annandale
- ANZAC Bridge (station 20001)
- Anzac Parade Moore Park (station 03022 b/w 2008 and 2017)
- Cleveland Street (station 03022)
- Sydney Harbour Tunnel (station 01003)
- O'Riordan Street (station 02309)
- Sunnyholt Road Blacktown (station 69198)
- General Holmes Drive Brighton-Le-Sands (station 23055)
- King Georges Rd Roselands (station 24026)

For example The St Peters / Sydney Park Interchange will overload the Mascot road network. As a result traffic levels were reduced to fit the modelling.

- Unreliable traffic projections lead to significant and compounding errors in the design, EIS and business case processes, including:

- Dimensioning of motorway tunnels and interchanges (on- and off-ramps) and expansion of roads feeding traffic to and discharging traffic from the toll road
- Assessment of the project's traffic impacts on other parts of the street network
- Assessment of overall traffic generation and induced traffic associated with the project
- Emissions based on traffic volume and driving style (e.g. stop-start driving in congested traffic leads to higher emissions impacts)
- Toll earnings and financial viability, which could trigger compensation claims or negotiated underwriting that would materially undermine the State budget position given the cost of the project.
- Other key inputs to the business case that are derived from strategic traffic modelling, including: purported reductions in crashes, purported improvements in productivity etc.

- The induced demand of 0.3% is too low based on historical experience in Sydney. The benefits counted from reduced traffic volumes on roads such as the existing M5 and the Eastern Distributor are unlikely to be realized due to real levels of induced demand

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Name _____ Email _____ Mobile _____

I submit my strongest objections to the M4-M5 Link proposals as contained in the EIS application # SSI 7485, and request the Minister to reject the application and require SMC / RMS to issue a true, not an 'indicative' and fundamentally flawed EIS

Name:.....

Signature:.....

Please **include** my personal information when publishing this submission to your website

Declaration : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address:.....

Suburb: Postcode:.....

Submission to:

Planning Services,
Department of Planning and
Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport
Assessments

Application Number: SSI 7485

Application Name:
WestConnex M4-M5 Link

- The EIS needs to provide specific detail as to what will be provided by way of alternative accommodation to the 36 residents identified as suffering extreme noise interference. There is no plan to temporarily relocate such residents, not to offer them financial compensation to enable them to move out during the worst period. There is an estimated 10 weeks of extreme noise during demolition of the commercial building and preparatory road works. Once this work is finished the residents will also be forced to endure a truck every 304 minutes for a period of five years. It is clearly not possible for such residents to continue to live in these houses and the EIS needs to detail what will be provided in terms of alternative living arrangements for part, or all of the construction work period.
- For example, the AECOM EIS for the New M5 failed to deal with how the massively contaminated land fill at Alexandria would be managed during construction. After months of sickening odours, the NSW EPA admits that despite fining SMC and requiring contractors to take measures to control odours, they have not stopped. It acknowledges that it does not have the power to stop work until WestConnex contractors comply with environmental regulations.
- Hundreds of risks associated with this project have not been assessed but have instead been deferred to a detailed design stage into which the public will have no input. I call on the Department of Planning to reject this inadequate EIS that has been prepared by AECOM that has multiple commercial interests in WestConnex.
- Table 6.1 in Appendix Q (Social and Economic impact) is not an accurate report on the concerns of residents. It downgrades the concerns of Newtown, St Peters and Haberfield residents. It does not even mention concerns about additional years of construction in Haberfield and St Peters. It also does not mention concerns about heritage impacts in Newtown. I can only assume that this is because there was almost no consultation in Newtown and a failure to notify impacted residents including those on the Eastern Side of King Street and St Peters.
- Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.

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Name _____ Email _____ Mobile _____

Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning
Services,Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name:

WestConnex M4-M5 Link

Name: [REDACTED]

Signature: Please include my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.

Address: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

- 602 homes and more than a thousand residents near Rozelle construction sites would be affected by noise sufficient to cause sleep disturbance even if acoustic sheds and noise walls are used. The EIS promises negotiation to provide even more mitigation on a one by one basis. This is not acceptable to me. As other projects have demonstrated, those with less bargaining power or social networks have been left more exposed. In any case, there is no certainty that additional measures would be taken or be effective.
- The mainline tunnel alignment was influenced by a number of factors between Haberfield and St Peters. It is very concerning that one of these factors, states that this route was decided on for: "Future connections to the motorway network". This is of particular concern in the light of the Camperdown interchange removal. Westconnex was forced to remove this interchange due to pressure from the RPA Hospital, Sydney University and The Chinese Embassy. Knowing that the Camperdown Interchange was wanted it is highly concerning to see this reference to future motorway connections but no disclosures outlining where these connections maybe. The EIS also states that in 2016 extending a tunnel link to the South side of the Gladesville Bridge was seriously considered rather than to the Iron Cove Bridge but this was shelved due to costs. In light of the way residents and home owners have been dealt with by Westconnex the fact that other areas are being considered for add on sectors to this project is of great concern.
- The modelling area shown in Figure 8-5 should be extended to include Johnston Street and The Crescent/Minogue Crescent/Ross Street corridor to Parramatta Road to provide clarity on how these feeder routes are envisaged to operate in 2023 and 2033. It should include the modelling assumptions applied
- Acquisition of Dan Murphys – I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the tax payer should not be left to foot the compensation bill in these circumstances
- The EIS lacks sufficient focus on traffic congestion in the suburbs of Alexandria and Erskineville. Are these being ignored because they will be even more congested than currently.

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Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name:.....

Signature:.....

Please **include** my personal information when publishing this submission to your website
Declaration : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address:.....

Suburb:Postcode.....

Submission to:

Planning Services,
 Department of Planning and
 Environment
 GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5
 Link

permit any truck movements near the Darley Road site. The alternative proposal which provides that all spoil trucks enter and leave from the City West link is the only proposal that should be considered.

- (6-51) The EIS needs to mandate that these measures are in place. Where mentioned, the acoustic shed that is considered offers the lower grade noise protection. This is despite the fact that 36 'sensitive receivers' are identified in the EIS, who will have extreme noise disturbance through much of the 5-year construction period. In addition, the acoustic shed covers only the spoil and spoil handling area and not the tunnel entrances and exits. The highest level of noise protection, which is only suggested in the EIS, needs to be mandated in the EIS. In addition, the shed needs to cover both the entrance and exit to the site and not simply the spoil handling areas. The independent engineer's report (commissioned by the Inner West council) states that it is likely, because of the elevated position of the site, that it is likely an acoustic shed will not contain the noise to an acceptable level. In addition, a temporary access tunnel will be built from the top of the site and run directly under homes in James Street. These homes will be unacceptably impacted by the construction noise and truck movements without these additional measures
- It is obvious the NSW government is in a desperate rush to get planning approval for the M4/M5. It has only allowed 60 days for comment yet the M4/M5 project is the most expensive and complicated stage of WestConnex. Critically, it

involves building three layers of underground tunnels under parts of Rozelle. Such tunnelling does not exist anywhere in the world and as yet there are no engineering plans for this complex construction. Approval depends on senior staff in NSW Planning compliantly agreeing to tick off on the EIS, as was done with the New M5 and the M4. This demonstrates a wanton disregard for the safety of the residents of Rozelle and those who will be using the tunnel. WHAT IS THE RUSH?

- The widening of the Crescent between the City West link and Johnston St with an extra lane being constructed will lead to heavy traffic congestion. This will be exacerbated still further by extra traffic light control cycles being incorporated into the signaling at both Johnston St and at the City West Link, with the inclusion of an extra traffic light control 400m West from the Crescent / City West Link junction to manage the movement of large numbers of spoil trucks.
- The EIS at 7-21 states that Community update Newsletters were distributed to residents 'near the project footprint' in many suburbs. This statement is simply not correct. No such newsletters were received by residents in central and northern Newtown. SMC was made aware of this fact, but has not responded to verbal and written requests for audited confirmation of the addresses 'letterboxed'. This statement of community engagement should be rejected by the Department.
- The EIS at 12-57 describes possible disruptions of water supply to a vast area of Sydney as a result of tunnelling in the

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Name _____ Email _____ Mobile _____

From: [REDACTED] <campaigns@good.do>
Sent: Sunday, 15 October 2017 3:46 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW

Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning must reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. This means the community will have limited say in the management of the impacts identified in the EIS. The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions .

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

With four unfiltered emissions stacks in Rozelle, two in Haberfield (one each for the M4East and New M5) and two in St Peters, along with a large number of exit portals, residents of these area will suffer greatly from direct exposure to poisonous diesel particulates.

This is negligent when you consider that the World Health Organisation in 2012 declared diesel particulates carcinogenic.

I object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it. This EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed.

The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street would greatly increase during the construction period and also be greatly increased if Stage 3 were ever completed. It states that Stage 3 would do nothing to improve traffic congestion in the area, in fact it will add to the problem. Many of these areas are already congested at peak times. Even the EIS recognises that this would have a negative impact on the local area as more and more people try to avoid the congestion by using rat runs through local streets.

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

I object to the use of Darley Rd, Leichhardt as a dive site. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges and anyone who have driven there knows, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis cannot be approved.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

We are also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

Reductions of volumes of traffic on Parramatta Rd, King Georges Road or the existing M5 are asserted but the model which projects these effects is not provided for scrutiny or independent assessment. The model's margin for error is not stated. The rest of the benefits all depend on the asserted traffic reductions generating improved travel times and better bus services or freight movement etc. So far the experience of the growth of traffic on Parramatta Rd in response to the re-imposition of tolls on the widened section of the M4 gives us leave to doubt these touted benefits.

There is reference in the EIS to the WestConnex Road Traffic Model version 2.3 (WRTM v2.3), a strategic traffic model that has been used in the traffic analysis. This model was developed by the NSW Roads and Maritime Services who have constantly pushed a motorway agenda to the disadvantage of the development of more public transport. There is insufficient explanation of the nature of the model, where it can be accessed and what function it plays in the analysis. There is no clear explanation of how the assumptions that underpin the WRTM have changed between EIS stages. Since so much else in the EIS including noise and air quality predictions are dependent on this forecasting, the lack of transparency makes it difficult for the EIS to be subject to independent critique.

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of many more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. NSW Planning has shown that it does not have the powers to enforce compliance. In this situation conditions are meaningless. I am appalled that there is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So the community would have to put up with the exhaust from tunnels and additional car emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

I am also concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. In fact the EIS hints at other options that have not been fully disclosed.

During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods.(Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to seriously research the current impacts on residents, measure what the cumulative impacts would be or make suggestions that would mitigate the cumulative impact of these prolonged periods of construction noise exposure.

The EIS identifies a significant risk of leaks of contaminated water into Rozelle Bay and Alexandria Canal. Such risks to health of Sydney's waterways is not acceptable to me. The Sydney Motorway Corporation through its conduct at St Peters has shown that it cannot be trusted to manage contamination risks.

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'.

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish, my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, [REDACTED]

_____ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED]

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: [REDACTED] <campaigns@good.do>
Sent: Saturday, 14 October 2017 1:41 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning must reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

The EIS is based on an indicative design and has insufficient detail for the impacts to be properly assessed and addressed, and the public consultation has been woefully inadequate.

The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. This means the community will have limited say in the management of the impacts identified in the EIS. The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions.

I object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it. This EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed.

The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street would greatly increase during the construction period and also be greatly increased if Stage 3 were ever completed. It states that Stage 3 would do nothing to improve traffic congestion in the area, in fact it will add to the problem. Many of these areas are already congested at peak times. Even the EIS recognises that this would have a negative impact on the local area as more and more people try to avoid the congestion by using rat runs through local streets.

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

I object to the use of Darley Rd, Leichhardt as a dive site. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges and anyone who have driven there knows, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis CANNOT be approved.

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is no certainty this will occur.. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

We are also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated.(SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

Reductions of volumes of traffic on Parramatta Rd, King Georges Road or the existing M5 are asserted but the model which projects these effects is not provided for scrutiny or independent assessment. The model's margin for error is not stated. The rest of the benefits all depend on the asserted traffic reductions generating improved travel times and better bus services or freight movement etc. So far the experience of the growth of traffic on Parramatta Rd in response to the re-imposition of tolls on the widened section of the M4 gives us leave to doubt these touted benefits.

There is reference in the EIS to the WestConnex Road Traffic Model version 2.3 (WRTM v2.3), a strategic traffic model that has been used in the traffic analysis. This model was developed by the NSW Roads and Maritime Services who have constantly pushed a motorway agenda to the disadvantage of the development of more public transport. There is insufficient explanation of the nature of the model, where it can be accessed and what function it plays in the analysis. There is no clear explanation of how the assumptions that underpin the WRTM have changed between EIS stages. Since so much else in the EIS including noise and air quality predictions are dependent on this forecasting, the lack of transparency makes it difficult for the EIS to be subject to independent critique.

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of much more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. I am appalled that these odours are predicted to possibly continue if Stage 3 is approved. No community should be treated in this manner.

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So we will have to put up with the exhaust from the tunnels and the additional car emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

I am also concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as

it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods.(Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to seriously research the current impacts on residents, measure what the cumulative impacts would be or make suggestions that would mitigate the cumulative impact of these prolonged periods of construction noise exposure.

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'.

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish, my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, [REDACTED]

_____ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED]

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From: [REDACTED] <campaigns@good.do>
Sent: Monday, 16 October 2017 7:12 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I object to the whole WestConnex Stage 3 and in particular the impact it will have on the residents of Newtown, Enmore and Erskineville. Traffic

The EIS traffic analysis does not provide results of traffic modelling of any local roads including Erskineville Rd, King St or Enmore Rd. The EIS for the New M5 predicted that 60,000 vehicles extra a day will pour down the widened Euston Rd. These vehicles would either be heading further East, into the CBD or across via Erskineville and other roads to other parts of the Inner West including King Street. Only a small proportion of these vehicles would choose to use a tunnel to Haberfield or Rozelle.

Traffic congestion will worsen as a result of WestConnex which will impact on the health of residents, especially those living within 50 metres of roads. Hundreds of people live in units along Euston, Sydney Park, Mitchell and Erskineville Rds. and King Street. Erskineville School and Newtown School are both close to roads. There is also no modelling of Enmore or Edgeware Rd. both of which will be impacted by increased traffic congestion. (There is a large amount of literature which documents this finding – here is a US article from 2013)

When EIS consultants at public exhibition events were asked why there was no modelling beyond the corner of Maddox Street and Euston Rd, they told residents that this was mandated by RMS. It is obvious that modelling needs to be done over a larger area to measure the impacts of traffic pouring out of interchange. The reasons for RMS drawing the traffic analysis boundaries so narrowly should be made transparent.

There has been no evaluation of the potential impacts of tunnelling on hundreds of old buildings including valuable and treasured heritage ones.

The documentation of the heritage in Newtown is inadequate. The promise that repairs would be done if damage occurs during tunnelling does not impress or satisfy communities along the tunnel route. No Consultation

Residents in the eastern part of Newtown were not notified of the SMC's intention to tunnel under Newtown School and surrounding buildings during the concept design phase. To this day they have never been notified that they could be impacted by WestConnex Stage 3. This is a failure of 'meaningful consultation' which is a requirement of the SEARS for this EIS.

The NSW Planning assessment decision for the New M5 stated that the NSW government was committed to having no clearways on King Street, other than the current weekday peak hour ones. Shortly after this EIS was released, the RMS announced that they would be moving towards clearways in King Street, Newtown during the weekend. This countermanded a promise made by the ex- Minister for Roads Duncan Gay in 2015 and the commitment to in the earlier New M5 EIS decision.

Residents and business owners know that clearways would kill King Street. After the community expressed its anger, the Minister for Roads Melinda Pavey and the Shadow Minister for Infrastructure Anthony Albanese announced that there would be no clearways. These political shifts would seem to be more designed to assuage public opinion rather than to present an honest assessment of what the impact of increased traffic flowing from the St Peters Interchange will be on King Street and on surrounding roads.

Unless WestConnex including Stage 3 is stopped, the thriving precinct of King Street Newtown will be vulnerable to clearways. We need transport policy that reduces traffic congestion not encourages it.

Yours sincerely, [REDACTED]

[REDACTED] This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

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I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

With four unfiltered emissions stacks in Rozelle, two in Haberfield (one each for the M4East and New M5) and two in St Peters, along with a large number of exit portals, residents of these area will suffer greatly from direct exposure to poisonous diesel particulates.

This is negligent when you consider that the World Health Organisation in 2012 declared diesel particulates carcinogenic.

I object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it. This EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed.

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We are also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH ‘Pressure builds on government to sweeten WestConnex sale’ 5/10/2017)

Reductions of volumes of traffic on Parramatta Rd, King Georges Road or the existing M5 are asserted but the model which projects these effects is not provided for scrutiny or independent assessment. The model’s margin for error is not stated. The rest of the benefits all depend on the asserted traffic reductions generating improved travel times and better bus services or freight movement etc. So far the experience of the growth of traffic on Parramatta Rd in response to the re-imposition of tolls on the widened section of the M4 gives us leave to doubt these touted benefits.

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When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of many more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. NSW Planning has shown that it does not have the powers to enforce compliance. In this situation conditions are meaningless. I am appalled that there is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So the community would have to put up with the exhaust from tunnels and additional car

emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

I am also concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. In fact the EIS hints at other options that have not been fully disclosed.

During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods.(Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to seriously research the current impacts on residents, measure what the cumulative impacts would be or make suggestions that would mitigate the cumulative impact of these prolonged periods of construction noise exposure.

The EIS identifies a significant risk of leaks of contaminated water into Rozelle Bay and Alexandria Canal. Such risks to health of Sydney's waterways is not acceptable to me. The Sydney Motorway Corporation through its conduct at St Peters, with asbestos exposure and the leachate stench, has shown that it cannot be trusted to manage contamination risks.

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'.

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish, my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, [REDACTED]

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| | |
|---|---|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: [REDACTED] |
| | Address: [REDACTED] |
| Application Number: SSI 7485 | Suburb: [REDACTED] Postcode: [REDACTED] |
| Application Name: WestConnex M4-M5 Link | Signature: [REDACTED] |
| Please <u>include</u> / <u>delete</u> (cross out or circle) my personal information when publishing this submission to your website. Declaration: <u>HAVE NOT</u> made any reportable political donations in the last 2 years. | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS M4/M5 application, for the following reasons:

1. The EIS at 7-21 states that Community Update Newsletters were distributed to residents 'near the project footprint' in many suburbs. This statement is simply not correct. No such newsletters were received by residents in central and northern Newtown. SMC was made aware of this fact, but has not responded to verbal and written requests for audited confirmation of the addresses 'letterboxed'. This statement of community engagement should be rejected by the Department.
2. The EIS at 7-25 refers to 876 comments (limited to 140 characters) made via the collaborative map on the Concept Design 'up to July' that were considered in the preparation of the EIS. It does not mention the many hundreds of extended written submissions that were lodged in late July and early August. These critical 'community engagement' feedback submissions have clearly not been considered in the preparation of the EIS. This casts doubt over the integrity of the entire EIS process.
3. The EIS at 7-51 refers to concerns that were raised by the community that the alignment of tunnels in Newtown appeared to go to the east of King Street, an area that had had no geotech drilling or testing. SMC staff indicated at Community information sessions that the maps included in the Concept Design were broad and indicative only, and that further details would be available in the EIS. No further details have been provided. This casts doubt over the integrity of the entire EIS process.
4. The EIS at 7-41 acknowledges that there is great concern in the community that King Street, Newtown, will be made a 24-hour clearway, stating "Roads and Maritime has no plan to change the existing clearways on King Street". This statement is deliberately misleading, inferring SMC has authority over regional roads. Roads and Maritime have the unfettered right to declare Clearways wherever/whenever and RMS has **NEVER** stated publicly that King St will not be subject to clearways.
5. SMC have made it all but impossible for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. Monday and Wednesday: 10am to 7pm. Tuesday: 10am to 6pm. Thursday and Friday: 10am to 5pm. Saturday and Sunday: 11am to 4pm. This restricted access does NOT constitute open and fair community engagement.
6. EIS 6.1 (Synthesis, Page 45) describes the Process for addressing project uncertainties. *"The EIS is based on the concept design developed for the project. As such, it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in Chapter 1, construction contractors (for each stage of the project) would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval"*. The EIS should not be approved till the bulk of these 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment.
7. The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.

I call on the Minister for Planning to reject this project and demand that the government re-think the transport planning for the whole metropolitan area taking into account long term sustainability over short-term private profit.

Campaign Mailing Lists: I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name: _____ : Email: _____ : Mobile _____

I wish to submit my objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485. The reasons for objecting are set out below.

Name: [REDACTED]

Signature: [REDACTED]

Please include my personal information when publishing this submission to your website

Declaration : I HAVE NOT made any reportable political donations in the last 2 years.

Address: [REDACTED]

Suburb: [REDACTED] Postcode: [REDACTED]

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485


Application Name: WestConnex M4-M5 Link

Sydney have a real alternative in public transport. This is just gouging western Sydney road users to make the road attractive to a buyer.

- ❖ SMC is using an unpublished Value of Travel Time in the Westconnex traffic modelling. If the Value of Travel Time adopted is incorrect, then all outputs will be incorrect.
- ❖ The construction impact of the future Western Harbour Tunnel and Beaches Link entry and exit ramps connecting to City West Link/The Crescent has been assessed. The operational traffic impact of these ramps has not. This should be completed and publicly released before determination. There is no verifiable or understandable data to determine the veracity of claims of traffic generated by these other links.
- ❖ SMC refuses to release the traffic model and detailed analysis for independent unpaid peer review and scenario analysis. The narrow boundaries of the areas of operational modelling mean the proponents have not fully assessed the Project's impacts on key strategic centres such as the Sydney Central Business District. It is not understood why a mesoscopic modelling approach was not undertaken to gain a better understanding of impacts to the surrounding road network.
- ❖ Both the new M5 and the new M4-M5 Link will dump 1,000s more per day onto the roads to the Airport which are already at capacity. I object to the push for the M4-M5 link when there are still no plans for the Sydney Gateway to deal with the increased traffic.
- ❖ All traffic modelling is wrong, the question is: by how much? And what are the implications of the error? Incorrect traffic modelling has led to overoptimistic traffic predictions which resulted in low toll revenue from the Cross City Tunnel, Lane Cove Tunnel and Brisconnex in Brisbane, resulting in eventual bankruptcy. The traffic modelling process used to develop the Project is fundamentally flawed because:
 - ❖ Traffic projections are likely to be significantly different to the actual traffic on the street network
 - ❖ Traffic volumes projected in the model are in numerous instances well above the physical capacity of the road network.
- ❖ I object to this new tollway project because it will not reduce traffic, simply move it around. If they were serious about reducing traffic in Parramatta Rd they would put a toll on it and make the new roads free to encourage the traffic to use the

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- ❖ The traffic modelling process is not fit for purpose and places significant risks on the people of NSW in terms of:
 - Traffic impacts that are significantly different to those presented in the EIS.
 - Toll earnings that are significantly lower than projections – resulting in government subsidising the owner for lost earnings.
- ❖ There is no statement on the level of accuracy and reliability of the traffic modelling process. This is a major shortcoming and is contrary to the Secretary's Environmental Assessments Requirements. Westconnex traffic modelling relies on implausible traffic volumes that exceed the capacity of the road links and intersections at several key locations.
- ❖ The great number of heritage houses in the Rozelle interchange construction zone has not been specifically addressed. Noise and vibration impacts can have far more significant impacts on these types of properties. There is no functional management plan for these risks, no articulated complaints investigation process nor any articulated compensation and remediation strategy.
- ❖ This is despite the RMS being the client for the Sydney Motorways Corporation. It would appear this is a deliberate strategy of the NSW Government to ensure local communities affected by construction traffic have no reasonable means of managing any complaint. It is undemocratic, against the principles of open government espoused in the election platform of the current government and ultimately escalates community unrest.(P 8-44)
- ❖ The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
- ❖ I object strongly to AECOM's approach to heritage. The methodology used is simply to describe heritage. If it interrupts the project plans, it simply must be destroyed. This is not an assessment at all. Plans to salvage items do have value but this value should not be used as a carrot to justify the removal of buildings.
- ❖ The project objectives (Part 3.3 of EIS) include enabling the construction of motorways over the harbour and to the northern beaches. However, the traffic impacts of these motorways in Rozelle have not been assessed. These projects were not part of the business case that justified the WestConnex in the first place. This constant shifting of reasoning as to why the project is justified points to a desperation to find a reason to build it, rather than there being a clear need to be serviced.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: [REDACTED]

Signature: [REDACTED]

Please include my personal information when publishing this submission to your website
Declaration : I HAVE NOT made any reportable political donations in the last 2 years.

Address: [REDACTED]

Suburb: [REDACTED] Postcode: [REDACTED]

Submission to:

Planning Services,
 Department of Planning and Environment
 GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

✚ The EIS states that, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS.

✚ The EIS acknowledges that impacts of construction should M4M5 get approval will worsen traffic congestions on Parramatta Rd. In these circumstances it would be outrageous for motorists to be asked to pay up to up to \$20 a day in tolls. I object to the fact that this is not considered or factored into the traffic analysis.

✚ Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?

✚ There are two areas in the Rozelle Rail Yards site where construction will be by cut and cover. These are the Portals for the Western Harbour Tunnel and the Portals for the M4/M5 link. This is of particular concern in the light of residents experiences in areas of Haberfield and St Peters where highly

contaminated land areas were being disturbed. There was totally inadequate control of dust in these areas, where the dust would have been loaded with toxic chemical particulates. The old Rail Yards are highly contaminated land from their past use. The EIS gives no specific details of how this highly toxic threat is going to be securely managed. It is not acceptable for this to be decided only when the Construction Contracts have been issued, when the community will have no say or control over the methodology to be employed for removing vast amounts of contaminated spoil.

✚ Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?

✚ The Darley Road site should be rejected because it involves acquiring Dan Murphy's. This business was rem=novated and opened with full knowledge that it was to be acquired. The lessee and sub-lessees should not be permitted compensation in these circumstances. The demolition of the entire building (which the EIS confirms will occur) is wasteful and represents mismanagement of public resources.

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Name _____ Email _____ Mobile _____

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|---|-----------------------|---------------------|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: [REDACTED] | |
| | Address: [REDACTED] | |
| Application Number: SSI 7485 | Suburb: [REDACTED] | Postcode [REDACTED] |
| Application Name: WestConnex M4-M5 Link | Signature: [REDACTED] | |
| Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. | | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- SMC have made it all but impossible for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. Monday and Wednesday: 10am to 7pm. Tuesday: 10am to 6pm. Thursday and Friday: 10am to 5pm. Saturday and Sunday: 11am to 4pm. This restricted access does NOT constitute open and fair community engagement.
- Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware and Enmore Roads and through the streets of Erskineville and Alexandria.
- The EIS at 12-57 describes potentially serious problems where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs. Why is SMC proposing tunnelling within metres of these critical services when no accurate surveying has been done? And when there is only limited information available about the strength of these water tunnels? The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.
- EIS 6.1 (Synthesis, Page 45) describes the Process for addressing project uncertainties. *"The EIS is based on the concept design developed for the project. As such, it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in Chapter 1, construction contractors (for each stage of the project) would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval"*. The EIS should not be approved till the bulk of these 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment.
- I object to the publication of this EIS only 14 days after the final date for submission of comments on the concept design. At the time this EIS was approved for publication, there had been no public response to the public submissions on the design. It was not possible that the community's feedback was considered let alone assessed before the EIS model was finalised. The rushed process exposes the fundamental lack of integrity in the feedback process and treats the community with contempt.
- Stage 3 is the most complex and expensive stage of WestConnex, yet there are no detailed construction plans. It is not enough to say there will be mitigation if negative impacts unfold. An EIS should assess risks and be able to predict whether they are worth risking and if so, what mitigation should be necessary.
- The assessment and solution to potentially serious problems described in the EIS at 12-57 (where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs) is *"based on assumptions about the strength and stiffness of the water tunnels given that limited information about the design and condition of these assets was available. Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water assets. A detailed assessment would be carried out in consultation with Sydney Water to demonstrate that construction of the M4-M5 Link tunnels would have negligible adverse settlement or vibration impacts on these tunnels. A settlement monitoring program would also be implemented during construction to validate or reassess the predictions should it be required."* The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.

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Name _____ Email _____ Mobile _____

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| Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: [REDACTED] Signature: [REDACTED] |
| Attention: Director – Transport Assessments | Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. |
| Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link | Address: [REDACTED] Suburb: [REDACTED] Postcode [REDACTED] |

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application

- ❖ It is outrageous to suggest that four unfiltered stacks would be built in one area in Rozelle
- ❖ The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.
- ❖ It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.
- ❖ The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
- ❖ I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.
- ❖ I do not consider it acceptable that cycling/pedestrian routes should be changed for four years in Annandale and Rozelle in ways that will make cycling more difficult and walking less possible for residents with reduced mobility. These are vital community transport routes.
- ❖ 602 homes and more than a thousand residents near Rozelle construction sites would be affected by noise sufficient to cause sleep disturbance even if acoustic sheds and noise walls are used..The EIS promises negotiation to provide even more mitigation on a one by one basis. This is not acceptable to me. As other projects have demonstrated, those with less bargaining power or social networks have been left more exposed. In any case, there is no certainty that additional measures would be taken or be effective.

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|--|-----------------------|---------------------|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: [REDACTED] | |
| | Address: [REDACTED] | |
| Application Number: SSI 7485 | Suburb: [REDACTED] | Postcode [REDACTED] |
| Application Name: WestConnex M4-M5 Link | Signature: [REDACTED] | |
| Please <u>include</u> my personal information when publishing this submission to your website Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. | | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.
- The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.
- 602 homes and more than a thousand residents near Rozelle construction sites would be affected by noise sufficient to cause sleep disturbance even if acoustic sheds and noise walls are used..The EIS promises negotiation to provide even more mitigation on a one by one basis. This is not acceptable to me. As other projects have demonstrated, those with less bargaining power or social networks have been left more exposed. In any case, there is no certainty that additional measures would be taken or be effective.
- The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
- It is outrageous to suggest that four unfiltered stacks would be built in one area in Rozelle
- I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.
- I do not consider it acceptable that cycling/pedestrian routes should be changed for four years in Annandale and Rozelle in ways that will make cycling more difficult and walking less possible for residents with reduced mobility. These are vital community transport routes.

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| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment Application Number: SSI 7485 GPO Box 39, Sydney, NSW, 2001 | From: [REDACTED] Name: [REDACTED] Address: [REDACTED] |
| Application Name: Westconnex M4-M5 Link | Suburb: [REDACTED] Postcode [REDACTED] |
| Declaration : I have not made any reportable political donations in the last 2 years. | Please include / delete (cross out or circle) my personal information when publishing this submission to your website |

I object to the whole of the Westconnex Project, including the Westconnex M4-M5 Link proposals as contained in the EIS, for the following reasons :

- The NSW government stated that WestCONnex would NOT mean clearways for King St Newtown. Less than a week after the release of the EIS weekend clearways for King St have already been announced. I am completed opposed to Clearways as everyone knows that they would kill off Newtown that is valued by people throughout Sydney as a retail and social hub.
- The EIS includes no serious analysis of the impacts of WestConnex M4M5 on Erskineville, Mitchell or Edgeware Rds. These roads will be flooded with traffic coming out of the St Peters Interchange.
- The WestConnex Traffic model should be released to Councils and the public so that it can be independently reviewed and tested.
- According to the EIS, traffic around the St Peters Interchange will be highly congested in 2033. Why would anyone approve a project costing billions of dollars to produce more traffic congestion?
- There has been no serious assessment of the impacts on very old houses in Newtown sustaining weeks of tunneling and vibration. At some points in South Newtown and St Peters this tunneling will be only 15 metres below ground level.
- The EIS expects "construction fatigue" (its euphemism for unacceptable noise and pollution in our homes) to continue for at least another 5 years. I am opposed to five more years of noise and dust from construction in St Peters and Haberfield.
- I am angry that there was so little consultation in Newtown during the community feedback period. Many residents near the tunnel were not notified at all about the potential impacts of the project on them.
- Parents and Students at Newtown Public and Newtown Performing High School have not been sufficiently consulted about this project.
- The EIS states that the route is indicative only. This is completely unacceptable to me. This means that if there are changes, residents who are impacted will have no right to public feedback.
- I am very concerned that privatisation of WestConnex will mean that the contractors are even less accountable than they are currently. Who will hold the contractors accountable?
- I am opposed to the M4/M5Link project being proposed **let alone approved** when its "success" depends on the construction of the Western Harbour Tunnel AND the F6, neither of which even planned.
- I am opposed to construction happening so close to childcare centres anywhere, including in Lilyfield and Rozelle.
- The EIS does not sufficiently take into account the impact of decades of tolls on Western Sydney.
- The EIS ignores the horrific impacts of the New M5 and M4 East and thereby fails to take account of cumulative impacts.
- The EIS is not up to date with its analysis of modes of transport and underestimates the growing preference for public transport.

I would like to assist and/or keep up to date with the anti-Westconnex campaign - These details will be removed before lodging this submission, and will be used only for campaign purposes and will not be divulged to other parties

Name _____ Email _____ Mobile _____

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| Submission from: Name: Signature: Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. Address: Suburb: Postcode: | Submission to: Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 Attn: Director – Transport Assessments Application Number: SSI 7485 Application Application Name: WestConnex M4-M5 Link |
|--|--|

I submit my objection to the WestConnex M4-M5 Link as contained in the EIS application # SSI 7485, for the following reasons, **and ask that the Minister reject the application and require preparation of a genuine, not indicative, EIS**

- *Tunnel depths the tunnel depths for the Leichhardt area as low as 35 metres. This creates and unacceptable risk of damage to homes due to settlement (ground movement). The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk. There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However no details or assurance as to how this will occur are provided. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It will lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to Westconnex works, with no assurance that this property damage will be promptly and satisfactorily fixed.*
- *Heavy vehicle movements during peak hours – Leichhardt. The EIS states that 'reasonable and practical management strategies would be investigated to minimize the volume of heavy vehicle movements during peak hours.' (8-53). This is also not acceptable as it is not known what will actually be done to manage this impact. It is not good enough for the EIS, which forms the basis of the approval of this project, to simply mention 'investigations' and not detail a proper plan (on which residents can comment) on management of heavy vehicle movements during peak hours. In addition, Darley Road is very congested from 7am until 9.30am and then from 4pm-6.30pm, well outside the 'peak' periods identified in the EIS. And the impact on traffic will be caused by 'light' vehicles and not simply heavy vehicles. It is clear that there is no plan for managing these vehicle movements. The EIS should not be approved as drafted. It is unacceptable for this volume of vehicles to be proposed for this critical arterial road with no plan for management*
- *EIS 6.1 (Synthesis, Page 45) describes the Process for addressing project uncertainties. "The EIS is based on the concept design developed for the project. As such, it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in **Chapter 1**, construction contractors (for each stage of the project) would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval". The EIS should not be approved till the bulk of these 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment.*

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Name _____ Email _____ Mobile _____

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|--|--|
| Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: [REDACTED] Signature: [REDACTED] |
| Attention: Director – Transport Assessments Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link | Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. Address: [REDACTED] Suburb: [REDACTED] Postcode [REDACTED] |

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application

- The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
- I do not consider it acceptable that cycling/pedestrian routes should be changed for four years in Annandale and Rozelle in ways that will make cycling more difficult and walking less possible for residents with reduced mobility. These are vital community transport routes.
- The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.
- It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.
- It is outrageous to suggest that four unfiltered stacks would be built in one area in Rozelle
- 602 homes and more than a thousand residents near Rozelle construction sites would be affected by noise sufficient to cause sleep disturbance even if acoustic sheds and noise walls are used..The EIS promises negotiation, to provide even more mitigation on a one by one basis. This is not acceptable to me. As other projects have demonstrated, those with less bargaining power or social networks have been left more exposed. In any case, there is no certainty that additional measures would be taken or be effective.
- I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.

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Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name:.....

Signature:.....

Please include my personal information when publishing this submission to your website

Declaration: I **HAVE NOT** made any reportable political donations in the last 2 years.

Address:.....

Suburb:..... Postcode.....

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- ✦ The Air quality data provided in the EIS is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
- ✦ I am appalled to read in the EIS that more than 100 homes across the Rozelle construction sites will be severely affected by construction noise for months or even years at a time. This would include hundreds of individual residents including young children, school students and people who spend time at home during the day. The predicted levels are more than 75 decibels and high enough to produce damage over an eight hour period. Such noise levels will severely impact on the health, capacity to work and quality of life of residents. NSW Planning should not give approval to a project that could cause such impacts. Promises of potential mitigation are not enough, especially when you consider the ongoing unacceptable noise in Haberfield during the M4East construction.
- ✦ The EIS claims to have saved Blackmore Park and Easton Park due to negative community feedback. I am concerned that this is a false claim and that this site was never really in contention due to other physical factors. I would like NSW Planning to investigate whether this claim is correct to have heeded the community is false or not.
- ✦ The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction.(Executive Summary xviii)
- ✦ The volume of extra heavy traffic in the Rozelle area and the acknowledged impact this will have on local roads is completely unacceptable to me.
- ✦ The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
- ✦ A lot of work has gone into building cycling and pedestrian routes in Rozelle and Annandale. Interference and disruption of routes for four years is not a 'temporary' imposition.
- ✦ It is outrageous to suggest that four unfiltered stacks would be built in one area in Rozelle

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Name _____ Email _____ Mobile _____

I submit my strongest objections to the M4-M5 Link proposals as contained in the EIS application # SSI 7485, and request the Minister to reject the application and require SMC / RMS to issue a true, not an 'indicative' and fundamentally flawed EIS

Name: [REDACTED]

Signature: [REDACTED]

Please ***include*** my personal information when publishing this submission to your website

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Address: [REDACTED]

Suburb: [REDACTED] Postcode: [REDACTED]

Submission to:

Planning Services,
Department of Planning and
Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport
Assessments

Application Number: SSI 7485

Application Name:
WestConnex M4-M5 Link

- a) I am concerned that while hundreds of impacts on resident, including noise, loss of business, dust, and lost time through more traffic congestion, are identified in the EIS, the approach is always to recommend approval and promise vague 'mitigation' in the future. This is not good enough.
- b) The removal of Buruwan Park between the Crescent and Bayview Crescent/Railway Pde Annandale to accommodate the widening realignment of the Crescent would be a particular loss of badly needed parkland in this Inner City area. Currently we have fewer parks than almost any suburb in Sydney so this would have a direct impact on local people. Buruwan Park also lies on a major cycle route from Railway Pde through to Anzac Bridge, UTS and the CBD. The alternative route being suggested is poor and takes no real account of trying to encourage cycling as a mode of transport. Cycling should be made as easy as possible to get more ordinary commuters to bicycle and the alternative to the current level route directs cyclists to Johnston St and then up Bayview Crescent arguably the steepest road in Annandale.
- c) Impacts not provided – Permanent water treatment plant and substation – The EIS states that there will be an office, worker parking and buildings to accommodate this facility on a permanent basis. It does not provide any detail as to – noise impacts, numbers of workers on site, any health risks associated with the facility. This is simply inadequate and the decision to locate this facility should be subject to a thorough assessment and approval process. It should not be approved as part of this EIS as there is simply no detail provided about the impact of this facility on the amenity of the area.
- d) The site should be returned to the community as compensation for the imposition of this construction site in our neighbourhood for a 5 year period. If the substation and water treatment plant is moved to the north of the site, then the lower half of the site (which is the most accessible end) could be converted into open space with mature trees planted. As this site is immediately adjacent to the bay run, bicycle parking and other facilities that support active transport could be included. This would result increase the green space for residents and result in a pleasant green environment for pedestrians, rather than a fenced facility.
- e) The City West Link Eastbound AM and PM peak hour and other locations. "Table 7-19 shows that several locations are forecast to exceed theoretical roadway capacity with the increased background traffic and the construction traffic in the 2021 AM and PM peak hours. However, traffic on the majority of these roads would exceed their theoretical capacity even without the construction traffic, simply due to the growth in background traffic". So in the full knowledge that this area will be at capacity in 2021, massive amounts of construction traffic are going to be added for the whole construction period of 5 years. Even on completion it is stated in the EIS that traffic will be worse in this area than 'without the project'. This categorically shows that the planning of Westconnex is totally inadequate and needs major changes. It also shows that when completed Westconnex will not work. It is abundantly obvious that Rail/Metro is the only option to radically overhaul Sydney's failed transport systems

Campaign Mailing Lists: I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

Please include my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.

Address: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

I object to the WestConnex M4-M5 Link proposals for the following reasons:

- I. It is stated that if congestion proves to be a problem then other solutions will have to be found. Other routes that are being considered will be using the Western Distributor, the Crescent, Victoria Rd, Ross St, Pyrmont Bridge Rd and Johnston St. The Crescent and Johnston St are clearly going to be used. This despite the fact that in a consultation those representing Westconnex assured residents of Annandale that neither Johnston St or Booth St would be used. It is expected that these routes will also be used for night transport. It is clear that it is unlikely that transportation routes shown in the EIS will be adhered to. This is unacceptable.
- II. The EIS at 12-57 describes possible disruptions of water supply to a vast area of Sydney as a result of tunnelling in the proximity of two major Sydney Water Tunnels in the Newtown area, stating "Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water Assets". Why has an EIS been published that infers that the tunnel alignments have been thoroughly surveyed and researched, when further survey work could dramatically alter the alignments in the future ?
- III. The EIS states that traffic congestion around the St Peters Interchange is expected to be worse after completion of the M5 and the M4-M5 Link particularly in the evening peak hour. The EIS admits that this will have a "moderate negative" impact on the neighbourhood in increasing pollution (also admitted separately) therefore in health impacts, on safety for foot and cycle traffic but also for vehicles and on the local amenity.
- IV. The assessment and solution to potentially serious problems described in the EIS at 12-57 (where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs) is "based on assumptions about the strength and stiffness of the water tunnels given that limited information about the design and condition of these assets was available. Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water assets. A detailed assessment would be carried out in consultation with Sydney Water to demonstrate that construction of the M4-M5 Link tunnels would have negligible adverse settlement or vibration impacts on these tunnels. A settlement monitoring program would also be implemented during construction to validate or reassess the predictions should it be required." The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- V. The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485, for the reasons set out below.

Name:

Signature:

Please include my personal information when publishing this submission to your website

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Address:

Suburb: Postcode:

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- *The Air quality data provided in the EIS is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.*
- *I am appalled to read in the EIS that more than 100 homes across the Rozelle construction sites will be severely affected by construction noise for months or even years at a time. This would include hundreds of individual residents including young children, school students and people who spend time at home during the day. The predicted levels are more than 75 decibels and high enough to produce damage over an eight hour period. Such noise levels will severely impact on the health, capacity to work and quality of life of residents. NSW Planning should not give approval to a project that could cause such impacts. Promises of potential mitigation are not enough, especially when you consider the ongoing unacceptable noise in Haberfield during the M4East construction.*
- *The EIS claims to have saved Blackmore Park and Easton Park due to negative community feedback. I am concerned that this is a false claim and that this site was never really in contention due to other physical factors. I would like NSW Planning to investigate whether this claim is correct to have heeded the community is false or not.*
- *The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction. (Executive Summary xviii)*
- *The volume of extra heavy traffic in the Rozelle area and the acknowledged impact this will have on local roads is completely unacceptable to me.*
- *The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)*
- *A lot of work has gone into building cycling and pedestrian routes in Rozelle and Annandale. Interference and disruption of routes for four years is not a 'temporary' imposition.*

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Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: [REDACTED] [REDACTED]

Signature: [REDACTED] [REDACTED]

Please include my personal information when publishing this submission to your website
Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Address: [REDACTED]

Suburb: [REDACTED] Postcode: [REDACTED]

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- Experience on the New M5 has shown that residents who are affected badly by noise are being refused assistance on the basis that an unknown consultant does not consider them to be sufficiently affected. Night time noise is therefore another unacceptable impact of this project and reason why it should be opposed.
- Rozelle is an old and historic suburbs of Sydney. The damage that this project would do in destruction of homes, other buildings and vegetation is unacceptable, especially when the project would leave a legacy of traffic congestion in the area.
- I do not consider so many disruptions of pedestrian and cycle ways to be a 'temporary' impact. Four years in the life of a community is a long time. The EIS acknowledges that there will be more danger in the environment around construction sites. It is a serious matter to deliberately take steps to reduce the safety of a community, especially when as the traffic analysis shows there will be a legacy of traffic congestion even in 2033. A promise of a plan is NOT an answer to those concerned about the impacts.
- Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.
- There is a higher than average number of shift workers in the Inner West. The EIS acknowledges that even allowing for mitigation measures such as acoustic sheds and noise walls, shift workers will be more vulnerable to impacts of years of construction work and will consequently be at risk of a loss of quality of life, loss of productivity and chronic mental and physical illness.
- The impact of the project on cycling and walking will be considerable around construction sites. The promise of a construction plan is not sufficient. There has not been sufficient consultation or warning given to those directly affected or interested organisations. There needs to be a longer period of consultation so that the community can be informed about the added dangers and inconvenience, especially when you consider that it is over a 4 year period.
- The social and economic impact study notes the high value placed on community networks and social inclusion but does nothing to seriously evaluate the social impacts on these of WestCONnex. Any genuine assessment would draw on experience with the New M5 and M4 East rather than ignoring it. This lack of genuine engagement with social impact reduces the study to the level of a demographic description and a series of bland value statement

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Name _____ Email _____ Mobile _____



PCU072352

Department of Planning
 Received
 10 SEP 2017
 Scanning Room

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: Lewis Gould-Fensom

Signature: [Handwritten Signature]

Please **include** my personal information when publishing this submission to your website **Declaration: I HAVE NOT** made any reportable political donations in the last 2 years.

Address: 56 Great Buckingham St

Suburb: Redfern Postcode: 2016

Submission to:

Planning Services,
 Department of Planning and Environment
 GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction. (Executive Summary xviii)
- The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)
- The EIS states that investigation would be undertaken to confirm whether the Victoria Road bridge is a potential roost site for microbats. There will be attempts to 'manage potential impacts' if confirmed. This is inadequate. The project should not be permitted to impact on vulnerable species.
- The EIS acknowledges that visual impacts will occur during construction. However it does not propose to address these negative impacts in the design of the project. This is unacceptable and the EIS needs to propose walls, plant and perimeter treatments and

other measures at appropriate locations to lessen the impact on visual amenity. (Executive Summary xviii)

- The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken 'during detailed design'. The Community should be given an opportunity to comment upon and influence the design and we object to the approval of the EIS on the basis that this detail is not provided, nor is the community (or other stakeholders) given an opportunity to comment or influence the final design.
- The construction and operation of the project will result in 51 property acquisitions. We object to the project in its entirety because of this impact. We note that a number of long-standing businesses have been acquired and that many families and businesses in earlier stages have been forced to go to court to seek fair compensation. We object to the acquisition in particular of the Dan Murphys site. The business was substantially renovated and a new business opened with full knowledge of the likely acquisition. We object to it being acquired and compensated in this circumstances and call on the Government to investigate the circumstances which led to this occurring (Executive Summary xvii)

[REDACTED]

From: Jessica Douglas-Henry <campaigns@good.do>
Sent: Monday, 18 September 2017 11:59 AM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, RE: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to object to WestConnex New M4/M5 EIS

The justification for the project depends on speculative traffic predictions for the future and includes projects such as the F6 (Southern motorway) that are outside the scope of the project. These projects are currently little more than vague plans.

I wish to OBJECT to the EIS for the M4/M5 toll road and the whole WestConnex network of tollways of which it is a part.

I object to AECOM being paid millions of dollars of public funds to play a key role in the EIS for the M4, M5 and M4/M5 despite the fact that it has been sued for being negligent in relation to past traffic studies and has already paid more than \$350 million in settlement costs for two cases.

I object on the grounds that Westconnex has failed in this EIS to refute claims of credible independent experts of the traffic analysis in AECOM's earlier EIS for Stages One and Two.

I object on the grounds that the social and economic impact of the flow of cars and trucks out of tunnel exits on local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) has not been assessed. This failure disguises the traffic impacts on Inner West communities.

I object to the lack of objectivity in this EIS in which the benefits are never critically discussed, the costs underestimated and impacts understated.

In weighing up the supposed benefits of WestConnex, no attempt is made to realistically review the costs of added on projects and road work that is being planned as a consequence of WestConnex.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities. I object to the fact the EIS Social and Economic Impact consultants failed to do any field research on the current impacts on St Peters, Concord and Haberfield residents of construction.

I object to exposing residents in Haberfield and St Peters to another five years construction. I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I object to unfiltered stacks.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

I call on the Minister for Planning to reject this project on the grounds that even the inadequate traffic analysis that has been undertaken shows that the roads near the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and liveability of cities.

I recognise that there is pressure on several NSW Departments, including Planning, to approve this project. I remind public servants of their obligation to the public. Please consider the potential social, health and economic costs of spending \$17b on Westconnex which provides no solution to Sydney's transport needs.

We need planning and infrastructure that supports a city's growth without putting more and more cars on the road leading to choke points throughout city and suburban streets

Yours sincerely, Jessica Douglas-Henry 304 Elswick St N, Leichhardt NSW 2040, Australia

This email was sent by Jessica Douglas-Henry via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Jessica provided an email address (jjdh@tpg.com.au) which we included in the REPLY-TO field.

Please reply to Jessica Douglas-Henry at jjdh@tpg.com.au.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

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| Submission from: Name: <u>Jessica Douglas-Henry</u> Signature: <u>[Signature]</u> Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. Address: <u>304 Elwick St</u> Suburb: <u>Leichhardt</u> Postcode: <u>2040</u> | Submission to: Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 Attn: Director – Transport Assessments Application Number: SSI 7485 Application Application Name: WestConnex M4-M5 Link |
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I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application.

1. Management of potential impacts – Leichhardt: The EIS states that a Construction traffic and Access Management plan (CTAMP) would be prepared to minimise delays and disruptions and identify changes to ensure road safety. The plans are not in the EIS so residents cannot comment. The EIS should be rejected on the basis that the impacts on traffic and safety are not adequately addressed. It is inadequate to simply refer to a plan, with no provision for residents and other key stakeholders to be involved in its development.
2. Local road diversions and closures – Leichhardt: The EIS states that these will occur near the Darley Road site. There is no detail provided, nor is there a process by which residents can influence such decisions. The Inner West Council's documents state that Darley Road is not built to normal road requirements and safety standards, as it was established as an access road for the former goods line. Two fatalities have occurred near the site location, with many accidents. The Council has been trying to make Darley Road a safer route for many years. Elwick Street North for example was partially closed as a result of a fatality. The approval conditions need to make it clear that all road closures need to be made in consultation with residents affected and that the safety issues are adequately addressed. No arterial traffic from Darley Road should be allowed to be diverted onto narrow local roads.
3. Environmental issues - Substation and water treatment plant – Leichhardt: The EIS states that darley Road is a contaminated site, and likely has asbestos. The proposal is that 'treated' water will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons. There is no detail of the ongoing Motorway maintenance activities during operation provided in the EIS. The community therefore cannot comment on the impact that this ongoing facility will have on the locality. This component of the EIS should not be approved as this information is not provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.
4. Flooding – Leichhardt: The EIS states that there may be impacts from flooding which, amongst other things, may disrupt drainage systems. There is no detail as to how the issues with flooding at Darley Road will be managed and on their potential impact on the area. (Executive Summary, xxi)

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

| | |
|--|--|
| Submission from: Name: <u>JESSICA DOUGLAS-HENRY</u> Signature: <u>[Signature]</u> Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. Address: <u>304 Erlich ST</u> Suburb: <u>LEICHHARDT</u> Postcode: <u>2040</u> | Submission to: Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 Attn: Director – Transport Assessments Application Number: SSI 7485 Application Application Name: WestConnex M4-M5 Link |
|--|--|

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application.

1. The project will worsen traffic near the Darley Road civil and tunnel site during and after construction – Leichhardt: The EIS states that after the M4-m5 opens, that traffic on Darley Road will increase by 4%. There is no benefit in the overall project for residents. During construction westbound traffic will increase on Darley Road by 37%. This increase in traffic for a period of up to five years will make it hazardous to cross the road and access the light rail and travel to Blackmore oval, the bat run, the dog park and the Leichhardt pool. In addition, it will drastically increase both local traffic and outer area traffic at peak commute times. We therefore object to the location of this site based on the unacceptable traffic impacts it will have on road users and on pedestrians.
2. Impact on traffic once project opens – Leichhardt: The EIS provides that Darley Road traffic will increase by 4% following the completion of the project in 2022. There is no benefit for residents flowing from this project. It is unacceptable that Leichhardt residents, particularly those close to Darley Road, will be forced to endure years of highly intrusive construction impacts and then derive no benefit from the project. The EIS states that the road network will improve once the Western Harbour Tunnel and Beaches Link opens, which means that residents will have to endure worsened traffic conditions for up to 10 years. While the traffic on the City West Link is forecast to decrease by up to 40 per cent once the project is completed, this is based on commuters electing to use the tollways. There is limited evidence to support these statistics and it is likely that many people will choose to use local roads to avoid the toll which will result in significant rat-running. There is no plan in the EIS to manage this issue.
3. Constant out of hours work expected and permitted – Leichhardt: The EIS states that 'some surface works' would need to be carried out out-of-hours to minimise traffic disruptions or for safety or operational reasons'. Given that Darley Road is a known accident black spot and is highly congested, particularly at peak periods, it is likely that there will be frequent out-of-hours work. This will create an unacceptable impact on those living close to the site. There are an estimated 36 homes that will suffer severe noise impacts and out of hours work will adversely affect their amenity of life. In addition, it is likely to lead to additional road closures and diversions, placing pressure on the local traffic network. No out-of-hours work should be permitted except in the case of a true emergency. The EIS as drafted effectively permits out of hours to be undertaken whenever this is convenient to the contractor (Executive Summary xiv).

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Name _____ Email _____ Mobile _____

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|--|--|
| Submission from: Name: <u>TERESA DOUGLAS HENLEY</u> Signature: <u>[Signature]</u> Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. Address: <u>304 Erwich St</u> Suburb: <u>LEICHHARDT</u> Postcode: <u>2090</u> | Submission to: Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 Attn: Director – Transport Assessments Application Number: SSI 7485 Application Application Name: WestConnex M4-M5 Link |
|--|--|

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application.

1. Current noise measures – Leichhardt: The EIS states that 'reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site.' 96-52) This is not good enough. The EIS does not contain any detail whatsoever of these proposal on which they can comment. In addition, there is no requirement that measures will in fact be introduced to address noise impacts. The approval conditions need to contain detail of specific noise mitigation measures that are mandated and can be enforced.
2. Acoustic shed – Leichhardt: The EIS does not require an acoustic shed and states that 'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels.' (6-51) The EIS needs to mandate that these measures are in place. Where mentioned, the acoustic shed that is considered offers the lower grade noise protection. This is despite the fact that 36 'sensitive receivers' are identified in the EIS, who will have extreme noise disturbance through much of the 5-year construction period. In addition, the acoustic shed covers only the spoil and spoil handling area and not the tunnel entrances and exits. The highest level of noise protection, which is only suggested in the EIS, needs to be mandated in the EIS. In addition, the shed needs to cover both the entrance and exit to the site and not simply the spoil handling areas. The independent engineer's report (commissioned by the Inner West council) states that it is likely, because of the elevated position of the site, that it is likely an acoustic shed will not contain the noise to an acceptable level. In addition, a temporary access tunnel will be built from the top of the site and run directly under homes in James Street. These homes will be unacceptably impacted by the construction noise and truck movements without these additional measures.
3. Return of the site after construction – Leichhardt: The Darley Road site will not be returned after the project, with a substantial portion permanently housing a Motorways Operations facility which involves a substation and water treatment plant. This means that the residents will not be able to directly access the North Light rail Station from Darley Road but will have to traverse Canal Road and use the narrow path from the side. In addition the presence of this facility reduces the utility of this vital land which could be turned into a community facility. Over the past 12 months community representatives were repeatedly told that the land would be returned and this has not occurred. We also object to the location of this type of infrastructure in a neighbourhood setting.

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Name _____ Email _____ Mobile _____

| | |
|---|--|
| Submission from: Name: <u>JESSICA DOUGLAS - Attorney</u> Signature: <u>[Signature]</u> Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. Address: <u>307 Edwicks St</u> Suburb: <u>Canmore</u> Postcode: <u>2040</u> | Submission to: Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 Attn: Director – Transport Assessments Application Number: SSI 7485 Application Application Name: WestConnex M4-M5 Link |
|---|--|

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application.

1. Worker car parking – Leichhardt: The EIS does not provide appropriate parking for the estimated 100 or so workers that the EIS states will work every day at the site, while other equivalent sites have allocated parking for such workers (Northcote Civil site (150)) and Parramatta Road East Civil site (140). It is also noted that the EIS provides for loss of 20 residential parks on Darley Road. Local streets are at capacity already because of the lack of off-street parking for many residents and the Light Rail stop which means that commuters use local streets. The EIS states that workers 'will be encouraged to use public transport.' The reference to The EIS needs to mandate that no trucks or construction vehicles are to park in local streets. There needs to be a requirement that is enforceable that workers use the Light Rail stop which is adjacent to the site or a plan to bus in workers.
2. Accidents – Leichhardt: I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. The traffic forecasts indicate that Darley Road will have 170 heavy and light vehicle movements a day. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west. The addition of hundreds of heavy truck movements a day into that intersection will increase the risk of serious accidents for both pedestrians and drivers. The EIS states that the levels of service are expected to Darley Road is directly next to the North Leichhardt Light Rail stop which is a pedestrian hub. Children travelling to school walk to the stop. Active transport users such as bicycle riders will be at risk, along with pedestrians using Canal Road to access the Bay Run, Leichhardt pool and the dog park.
3. Traffic – Leichhardt: I object to the location of the Darley Road civil and construction site because the site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. It is already congested at peak hours and the intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

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| Submission from: Name: <u>JESSICA DOUGLAS-HEWLEY</u> Signature: <u>[Signature]</u> Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. Address: <u>309 Elswick St</u> Suburb: <u>LEICHHARDT</u> Postcode: <u>2040</u> | Submission to: Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 Attn: Director – Transport Assessments Application Number: SSI 7485 Application Application Name: WestConnex M4-M5 Link |
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I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application.

1. Unacceptable construction noise levels – Leichhardt: The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. Activities identified include earthworks, demolition of existing structures and site establishment and utility adjustments. The Darley Road site will suffer unacceptable construction impacts due to the need to demolish the large Dan Murphys building and the EIS notes that 10 weeks of demolition and road adjustment works will be needed. There are no additional mitigation measures proposed for residents during this period such as temporary relocation, noise walls or treatments for individual homes. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. (Executive Summary, xiv) We object to the selection of this site on the basis that the works required (demolition and surface works) will create unbearable noise and vibration impacts and make over 30 homes unlivable and there are NO additional mitigation plans for these residents.
2. Risk of settlement (ground movement) – Leichhardt: The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment). The risk of ground movement is lessened where tunnelling is more than 35 metres. However, it is proposed to tunnel at 29 metres under Hawthorne Parade Haberfield and only 35 metres at Elswick Street North. This proposed tunnel alignment creates an unacceptable risk of ground movement. (Executive Summary, xvii). The EIS states that damage will be rectified at no cost to residents with no detail as to how this will occur or the likely extent of property damage. The project should not be approved on the basis that it creates a risk of property damage that cannot be mitigated against so as to bring the risk to an acceptable level.
3. Impact on Dobroyd Canal and Hawthorne Canal – Leichhardt: The Hawthorne canal, which is the closest waterway to the Darley Road site, is described in the EIS as a 'sensitive receiving environment'. (Executive Summary, xix). Darley Road is a contaminated site with asbestos and the water treatment plant to be established during construction proposes running water from the treatment plant directly into the waterways. The permanent water treatment plant will involve water from the tunnel discharged to local stormwater systems and waterways, therefore this is a permanent impact. This proposal will further compromise the quality of the waterway and impact on the four rowing clubs in close vicinity.
4. Noise barriers: No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

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| Submission from: Name: <u>Jessica Douglas-Henry</u> Signature: <u>[Signature]</u> Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. Address: <u>309 Leichhardt St</u> Suburb: <u>Leichhardt</u> Postcode: <u>2040</u> | Submission to: Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 Attn: Director – Transport Assessments Application Number: SSI 7485 Application Application Name: WestConnex M4-M5 Link |
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2. Truck route – Leichhardt: The EIS proposes that all trucks will arrive at the Darley Road civil and tunnel site from Haberfield and travel along Darley Road to the site, with a right-hand turn now permitted into James Street. The proposed route will result in a truck every 3-4 minutes for 5 years running directly by the small houses on Darley Road. These homes will not be habitable during the five-year construction period due to the unacceptable noise impacts. The truck noise will be worsened by their need to travel up a steep hill to return to the City West Link, so the noise impacts will affect not just those homes on or immediately adjacent to Darley Road. The proposal to run trucks so close to homes is dangerous. There have been two fatalities on Darley Road at the proposed site location. The EIS does not propose any noise or safety barriers to address this. Despite the unacceptable impact to nearby homes, there is no proposal for noise walls, nor any mitigation to individual homes.
3. Alternative access route for trucks – Leichhardt: The EIS states that there are 'investigations' occurring into alternative access to the Darley Road site. The EIS does not provide any detail on which residents can comment about alternative access which would keep trucks off Darley Road. No spoil truck movements should be permitted on Darley Road and the plans for alternative access should be expedited. It should be a condition of approval that the alternative access is confirmed and that no spoil trucks are permitted to access Darley Road due to the unacceptable noise, safety and traffic issues that the current proposal creates.
4. Existing vegetation – Leichhardt: The EIS proposes removal of all vegetation on the Darley Road site. There is a mature tree located on the site which serves as a visual and noise barrier to the heavy City West Link traffic. Removal of this tree and other vegetation will increase noise impacts to nearby residents and affect the visual amenity, with homes having a direct line of sight to the City West Link. The existing mature tree needs to be retained on this and environmental grounds.
5. Indicative works program – Leichhardt: Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.

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Name _____ Email _____ Mobile _____

Jessica Douglas-Henry

jdouglashenry@irispictures.com.au

304 Elswick St

Leichhardt NSW 2040 Australia

Your view on the application: I object to it

Attn: Secretary re WestConnex M4-M5 Link EIS, project number SSI 16_7485

I write to express my strong objection to the WestConnex M4-M5 Link tollroad proposal.

- Building WestConnex will increase air pollution and global warming and encourage more car use, quickly filling the increased road capacity.
- Increasing vehicle use by inducing more cars onto the road increases the risks related to climate change, including extreme rainfall and extreme heat events.
- This stage of WestConnex also facilitates the building of the Western Harbour Tunnel, which will see tunnels bored under the Balmain peninsula and generate a need for yet more exhaust stacks in and around Balmain.
- WestConnex is not a sustainable solution to Sydney's congestion problem. It will have unacceptable impacts on the health and well-being of local communities, such as increasing toxic pollution levels from unfiltered exhaust smoke stacks located near schools and parks, especially in Rozelle.
- The government has not committed to a genuine consultation process - it released this M4-M5 Link proposal just two weeks after submissions closed for comment on the concept design, and only provided an eight week consultation period. This does not allow sufficient time for submissions from the community.

Extra comments

I have read the Department's [Privacy Statement](#) and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

I have not made a reportable donation to a political party.

Yours sincerely,

Jessica Douglas-Henry

From: [REDACTED]
Sent: Tuesday, 19 September 2017 8:26 AM
To: [REDACTED]
Subject: FW: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485- accessibility issues

Categories: Follow-up

Good morning,

Please see below submission.

Kind regards,
 [REDACTED]

[REDACTED]



From: Cate Medcraft [mailto:campaigns@good.do]
Sent: Tuesday, 19 September 2017 6:39 AM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485- accessibility issues

The current plans for the Darley road dump site would mean my son, who is confined to a mobility scooter, would not be able to use the light rail, which is his main form of transport. He currently crosses at the lights near Francis street and enters at the west side of the stop. The current plan is to remove those lights and only keep the top entrance to the light rail. The difficulty is that the hill leading to this entrance is too steep for him to manage safely. If these plans go unchanged it would have a very detrimental effect on the quality of his life. I would ask that you revise the plans to allow safe access to the lower entry.

Yours sincerely, Cate Medcraft 42 Hubert St, Leichhardt NSW 2040, Australia

_____ This email was sent by Cate Medcraft via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Cate provided an email address (catem1984@gmail.com) which we included in the REPLY-TO field.

Please reply to Cate Medcraft at catem1984@gmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

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| Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <u>Cate MEDCRAFT</u> Signature: <u>Cate Medcraft</u> |
| Attention: Director – Transport Assessments | Please include my personal information when publishing this submission to your website. Declaration : I HAVE NOT made any reportable political donations in the last 2 years. |
| Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link | Address: <u>42 Hubert street</u> Suburb: <u>Leichhardt</u> Postcode <u>2048</u> |

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application

- ❖ Current noise measures – Leichhardt: The EIS states that 'reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site.' 96-52) This is not good enough. The EIS does not contain any detail whatsoever of these proposal on which they can comment. In addition, there is no requirement that measures will in fact be introduced to address noise impacts. The approval conditions need to contain detail of specific noise mitigation measures that are mandated and can be enforced.
- ❖ Acoustic shed – Leichhardt: The EIS does not require an acoustic shed and states that 'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels.' (6-51) The EIS needs to mandate that these measures are in place. Where mentioned, the acoustic shed that is considered offers the lower grade noise protection. This is despite the fact that 36 'sensitive receivers' are identified in the EIS, who will have extreme noise disturbance through much of the 5-year construction period. In addition, the acoustic shed covers only the spoil and spoil handling area and not the tunnel entrances and exits. The highest level of noise protection, which is only suggested in the EIS, needs to be mandated in the EIS. In addition, the shed needs to cover both the entrance and exit to the site and not simply the spoil handling areas. The independent engineer's report (commissioned by the Inner West council) states that it is likely, because of the elevated position of the site, that it is likely an acoustic shed will not contain the noise to an acceptable level. In addition, a temporary access tunnel will be built from the top of the site and run directly under homes in James Street. These homes will be unacceptably impacted by the construction noise and truck movements without these additional measures.
- ❖ Return of the site after construction – Leichhardt: The Darley Road site will not be returned after the project, with a substantial portion permanently housing a Motorways Operations facility which involves a substation and water treatment plant. This means that the residents will not be able to directly access the North Light rail Station from Darley Road but will have to traverse Canal Road and use the narrow path from the side. In addition the presence of this facility reduces the utility of this vital land which could be turned into a community facility. Over the past 12 months community representatives were repeatedly told that the land would be returned and this has not occurred. We also object to the location of this type of infrastructure in a neighbourhood setting.

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- ❖ Environmental issues – contamination – Leichhardt: The EIS states that Darley Road is a contaminated site, likely including asbestos. There is a risk to the community associated with spoil removal, transfer and handling. We object to the selection of the site based on the environmental risks that this creates, along with risks to health of residents.
- ❖ Location of permanent Motorway operations complex on Darley Road – Leichhardt: We strongly object to the proposed location of this permanent operational facility on Darley Road. The presence of this site contradicts repeated assurances to the community that the site would be returned after construction was completed. The ongoing presence of this site will limit future uses of the darley Road site which could serve community purposes, particularly given its location directly next to public transport. Its presence removes the ability to provide more accessible, safer and direct pedestrian access to the North Leichhardt Light Rail Station. The plant location, in a neighbourhood setting is not appropriate. It will reduce property values and have an unacceptable impacts on the visual amenity of the area. The streets adjacent to Darley Road are comprised of low-rise residential homes and small businesses and infrastructure such as this should not be permitted in such a location.
- ❖ Alternative housing for residents – Leichhardt: The EIS needs to provide specific detail as to what will be provided by way of alternative accommodation to the 36 residents identified as suffering extreme noise interference. There is no plan to temporarily relocate such residents, not to offer them financial compensation to enable them to move out during the worst period. There is an estimated 10 weeks of extreme noise during demolition of the commercial building and preparatory road works. Once this work is finished the residents will also be forced to endure a truck every 304 minutes for a period of five years. It is clearly not possible for such residents to continue to live in these houses and the EIS needs to detail what will be provided in terms of alternative living arrangements for part, or all of the construction work period.
- ❖ Access tunnel from Darley Road – Leichhardt: The EIS contains no detail of the access tunnel from the Darley Road site to the mainline tunnel other than depicting the route. The approval conditions need to ensure that tunnelling is occurring at sufficient depth so as to not jeopardise the integrity of the homes and not create unacceptable vibration and noise impacts for James Street residents and those at adjacent streets. The approval conditions need to make clear the period of time for which the 'temporary' tunnel is to be used.

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- ❖ The project will worsen traffic near the Darley Road civil and tunnel site during and after construction – Leichhardt: The EIS states that after the M4-m5 opens, that traffic on Darley Road will increase by 4%. There is no benefit in the overall project for residents. During construction westbound traffic will increase on Darley Road by 37%. This increase in traffic for a period of up to five years will make it hazardous to cross the road and access the light rail and travel to Blackmore oval, the bat run, the dog park and the Leichhardt pool. In addition, it will drastically increase both local traffic and outer area traffic at peak commute times. We therefore object to the location of this site based on the unacceptable traffic impacts it will have on road users and on pedestrians.
- ❖ Impact on traffic once project opens – Leichhardt: The EIS provides that Darley Road traffic will increase by 4% following the completion of the project in 2022. There is no benefit for residents flowing from this project. It is unacceptable that Leichhardt residents, particularly those close to Darley Road, will be forced to endure years of highly intrusive construction impacts and then derive no benefit from the project. The EIS states that the road network will improve once the Western Harbour Tunnel and Beaches Link opens, which means that residents will have to endure worsened traffic conditions for up to 10 years. While the traffic on the City West Link is forecast to decrease by up to 40 per cent once the project is completed, this is based on commuters electing to use the tollways. There is limited evidence to support these statistics and it is likely that many people will choose to use local roads to avoid the toll which will result in significant rat-running. There is no plan in the EIS to manage this issue.
- ❖ Constant out of hours work expected and permitted – Leichhardt: The EIS states that 'some surface works' would need to be carried out out-of-hours to minimise traffic disruptions or for safety or operational reasons'. Given that Darley Road is a known accident black spot and is highly congested, particularly at peak periods, it is likely that there will be frequent out-of-hours work. This will create an unacceptable impact on those living close to the site. There are an estimated 36 homes that will suffer severe noise impacts and out of hours work will adversely affect their amenity of life. In addition, it is likely to lead to additional road closures and diversions, placing pressure on the local traffic network. No out-of-hours work should be permitted except in the case of a true emergency. The EIS as drafted effectively permits out of hours to be undertaken whenever this is convenient to the contractor (Executive Summary xiv).

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- ❖ **Noise barriers:** No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

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- ❖ Management of potential impacts – Leichhardt: The EIS states that a Construction traffic and Access Management plan (CTAMP) would be prepared to minimise delays and disruptions and identify changes to ensure road safety. The plans are not in the EIS so residents cannot comment. The EIS should be rejected on the basis that the impacts on traffic and safety are not adequately addressed. It is inadequate to simply refer to a plan, with no provision for residents and other key stakeholders to be involved in its development.
- ❖ Local road diversions and closures – Leichhardt: The EIS states that these will occur near the Darley Road site. There is no detail provided, nor is there a process by which residents can influence such decisions. The Inner West Council's documents state that Darley Road is not built to normal road requirements and safety standards, as it was established as an access road for the former goods line. Two fatalities have occurred near the site location, with many accidents. The Council has been trying to make Darley Road a safer route for many years. Elwick Street North for example was partially closed as a result of a fatality. The approval conditions need to make it clear that all road closures need to be made in consultation with residents affected and that the safety issues are adequately addressed. No arterial traffic from Darley Road should be allowed to be diverted onto narrow local roads.
- ❖ Environmental issues - Substation and water treatment plant – Leichhardt: The EIS states that darley Road is a contaminated site, and likely has asbestos. The proposal is that 'treated' water will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons. There is no detail of the ongoing Motorway maintenance activities during operation provided in the EIS. The community therefore cannot comment on the impact that this ongoing facility will have on the locality. This component of the EIS should not be approved as this information is not provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.
- ❖ Flooding – Leichhardt: The EIS states that there may be impacts from flooding which, amongst other things, may disrupt drainage systems. There is no detail as to how the issues with flooding at Darley Road will be managed and on their potential impact on the area. (Executive Summary, xxi)

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

From: David Gallen <campaigns@good.do>
Sent: Tuesday, 19 September 2017 10:26 AM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this project on the grounds that even the inadequate traffic analysis that has been undertaken shows that the roads near the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object to the ever increasing scope and cost of this project, with additional elements such as the Iron Cove link being rolled into the works without adequate consultation and the proposed western harbour tunnel becoming inevitable due to the induced increased demand on the Anzac Bridge. By the time these projects are delivered the nature of individual travel within 10km of the Sydney CBD will have evolved to the extent that these 'solutions' will become massive public liabilities.

In weighing up the supposed benefits of WestConnex, no attempt is made to realistically review the costs of added on projects and road work that is being planned as a consequence of WestConnex. It is appalling that these costs have not been presented to the public and held up to a cost/benefit comparison with public transport options.

I object to AECOM being paid millions of dollars of public funds to play a key role in the EIS for the M4, M5 and M4/M5 despite the fact that it has been sued for being negligent in relation to past traffic studies and has already paid more than \$350 million in settlement costs for two cases.

I object on the grounds that Westconnex has failed in this EIS to refute claims of credible independent experts of the traffic analysis in AECOM's earlier EIS for Stages One and Two.

I object to the lack of objectivity in this EIS in which the benefits are never critically discussed, the costs underestimated and impacts understated.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to exposing residents in Haberfield and St Peters to another five years construction. I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections and I object to unfiltered stacks.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I recognise that there is pressure on several NSW Departments, including Planning, to approve this project. I remind public servants of their obligation to the public. Please consider the potential social, health and economic costs of spending \$17b on Westconnex which provides no solution to Sydney's transport needs.

Yours sincerely, David Gallen 44 Nelson Street Rozelle

_____ This email was sent by David Gallen via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however David provided an email address (davidngallen@gmail.com) which we included in the REPLY-TO field.

Please reply to David Gallen at davidngallen@gmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: [REDACTED]
Sent: Fri, 13 Oct 2017 01:41:14 +0000
To: [REDACTED]
Subject: FW: Submission Details for David Gallen (object)

From: system@accelo.com On Behalf Of David Gallen
Sent: Friday, 13 October 2017 12:40:59 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for David Gallen (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: David Gallen
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:

I wish to object to the unfiltered emissions stacks as part of the WestConnex proposal, particularly the Iron Cove stack.

I also wish to object to the EIS being exhibited without confirmed designs and the significant financial and environmental risks inherent in allowing private contractors to develop their designs within a pre-approved EIS.

I cannot understand how such significant projects as the Iron Cove and Western Harbour tunnel can go from 'thought-bubbles' to inevitabilities without a thorough, publicly transparent business case.

Sydney needs prioritised public transport, not more toll roads.

[REDACTED]
 Submission: Online Submission from David Gallen (object)
https://majorprojects.accelo.com/?action=view_activity&id=227388

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: Dominica Wyndham <campaigns@good.do>
Sent: Tuesday, 19 September 2017 10:33 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this project on the grounds that even the inadequate traffic analysis that has been undertaken shows that the roads near the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the flow of cars and trucks out of tunnel exits on local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) has not been assessed. This failure disguises the traffic impacts on Inner West communities.

The justification for the project depends on speculative traffic predictions for the future and includes projects such as the F6 (Southern motorway) that are outside the scope of the project. These projects are currently little more than vague plans.

In weighing up the supposed benefits of WestConnex, no attempt is made to realistically review the costs of added on projects and road work that is being planned as a consequence of WestConnex.

I object to AECOM being paid millions of dollars of public funds to play a key role in the EIS for the M4, M5 and M4/M5 despite the fact that it has been sued for being negligent in relation to past traffic studies and has already paid more than \$350 million in settlement costs for two cases.

I object on the grounds that Westconnex has failed in this EIS to refute claims of credible independent experts of the traffic analysis in AECOM's earlier EIS for Stages One and Two.

I object to the lack of objectivity in this EIS in which the benefits are never critically discussed, the costs underestimated and impacts understated.

I wish to OBJECT to the EIS for the M4/M5 toll road and the whole WestConnex network of tollways of which it is a part.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities. I object to the fact the EIS Social and Economic Impact consultants failed to do any field research on the current impacts on St Peters, Concord and Haberfield residents of construction.

I object to exposing residents in Haberfield and St Peters to another five years construction. I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I object to unfiltered stacks.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

I object to this waste of taxpayers money on a road which delivers more traffic into heavily congested parts of Sydney. I object to the invasion of our suburbs by heavy machinery, trucks and digging machines to create a road that will be too expensive to use with high tolls and infrastructure. I object to the plans for Darley Road as a midpoint tunnelling site with unfiltered stacks as a permanent blight on the air quality and health of residents.

I object to the construction of a road which is a waste of money which could be used to build better public transport especially rail and light rail for Sydney. I urge you to rethink this disastrous project and get help with more forward thinking experts from overseas to better manage our transport needs for the future. In London they are focusing on rail with modern tunnelling under the city to move the commuters safely and easily from place to place. These improvements to London will be in place for at least a century and will be pollution free and efficient.

I recognise that there is pressure on several NSW Departments, including Planning, to approve this project. I remind public servants of their obligation to the public. Please consider the potential social, health and economic costs of spending \$17b on Westconnex which provides no solution to Sydney's transport needs.

Yours sincerely, Dominica Wyndham 13 Falls St, Leichhardt NSW 2040, Australia

This email was sent by Dominica Wyndham via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC

3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Dominica provided an email address (fivegirlssoap@gmail.com) which we included in the REPLY-TO field.

Please reply to Dominica Wyndham at fivegirlssoap@gmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

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|---|---|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <i>Dominica Wyndham</i> |
| | Address: <i>13 Falls Street</i> |
| Application Number: SSI 7485 | Suburb: <i>Leichhardt</i> Postcode: <i>2040</i> |
| Application Name: WestConnex M4-M5 Link | Signature: <i>D Wyndham</i> |
| Please <u>include</u> my personal information when publishing this submission to your website Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- ✓ The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction. (Executive Summary xviii)
- ✓ The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)
- ✓ The EIS states that investigation would be undertaken to confirm whether the Victoria Road bridge is a potential roost site for microbats. There will be attempts to 'manage potential impacts' if confirmed. This is inadequate. The project should not be permitted to impact on vulnerable species.
- ✓ The EIS acknowledges that visual impacts will occur during construction. However it does not propose to address these negative impacts in the design of the project. This is unacceptable and the EIS needs to propose walls, plant and perimeter treatments and other measures at appropriate locations to lessen the impact on visual amenity. (Executive Summary xviii)
- ✓ The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken 'during detailed design'. The Community should be given an opportunity to comment upon and influence the design and we object to the approval of the EIS on the basis that this detail is not provided, nor is the community (or other stakeholders) given an opportunity to comment or influence the final design.
- ✓ The construction and operation of the project will result in 51 property acquisitions. We object to the project in its entirety because of this impact. We note that a number of long-standing businesses have been acquired and that many families and businesses in earlier stages have been forced to go to court to seek fair compensation. We object to the acquisition in particular of the Dan Murphys site. The business was substantially renovated and a new business opened with full knowledge of the likely acquisition. We object to it being acquired and compensated in this circumstances and call on the Government to investigate the circumstances which led to this occurring (Executive Summary xvii)

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

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I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- The substation and water treatment plant should be moved to the north end of the site near the City West link. This will mean that the site is less visible to residents and most pedestrian access is at this end. There are no homes that will have direct line of sight of the facility if it is moved. This will also enable direct pedestrian access to the light rail without the need to use the winding path at the rear of the site which creates safety issues and adds to the time required to access the light rail stop.
- The site should be returned to the community as compensation for the imposition of this construction site in our neighbourhood for a 5 year period. If the substation and water treatment plant is moved to the north of the site, then the lower half of the site (which is the most accessible end) could be converted into open space with mature trees planted. As this site is immediately adjacent to the bay run, bicycle parking and other facilities that support active transport could be included. This would result in increase the green space for residents and result in a pleasant green environment for pedestrians, rather than a fenced facility. *This outcome would be positive for residents.*
- The EIS currently permits trucks to access local roads in 'exceptional circumstances', which includes queuing at the site. Given the constraints of the site (and based on experience with cars accessing the site for Dan Murphy's), queuing will be the norm and not the exception. The EIS needs to be amended to rule out queuing as an exceptional circumstance which allows trucks to use local roads.
- All of the streets abutting Darley Road identified as NCA 13 (James Street to falls Street) should have a blanket prohibition on any truck movements and worker contractor parking. These streets are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. These streets are not constructed for heavy vehicle movements and on this basis should also be ruled out. The EIS needs to prohibit outright truck movements (including parking) and worker parking on all of these streets.
- The EIS needs to require that all workers are bussed in or use public transport such as the light rail with no parking whatsoever permitted on local roads at the Darley Road site. This is justified because the site provides 11 car spaces for an estimated 100 workers a day on site. The project cannot be approved on this basis without a strict requirement on workers to use public transport or project provided transport and a prohibition needs to be in place against parking on local streets. The EIS needs to require that this restriction is included in all contracts and in the relevant approval documentation.

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I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- ✦ The EIS states that an alternative truck movement is proposed which involves use of the City West Link and no need for spoil trucks to access Darley Road. This proposal is supported, subject to further information about potential impacts being provided. The EIS should not be approved on its current basis which provides for 170 heavy and light vehicles accessing Darley Road on a daily basis. This will create unacceptable safety issues and noise impacts for adjacent homes while also compromising pedestrian and bicycle access to the light rail and bay run. It will also lead to truck chaos on this critical arterial road providing access to and across the City west Link. The current proposal which provides for truck movements solely on Darley Road should not be approved and approval should only be given to the alternative proposal. I repeat however my objection to the selection of this site altogether, but propose the least worst impact should be chosen if this site is to be used.
- ✦ The EIS indicates that 36 homes will have unacceptable noise impacts for extended periods at the Darley road construction site. The EIS does not mention the cumulative impact of aircraft noise in the Leichhardt or St Peters area, and therefore does not reflect the true impact of construction noise on the amenity of nearby residents and businesses. The noise impacts of construction are not able to be mitigated to an acceptable level and the EIS should not be approved on this basis.
- ✦ We object to the selection of the Darley Road site on the basis that it provides for daily movements of 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College. The EIS states that an alternative truck movement is proposed which involves use of the City West Link with no trucks to access Darley Road. The selection of Darley Road should not be approved if it involves any truck movements on Darley Road, which is what it currently provides.
- ✦ No workers associated with the WestConnex project should be permitted to park on local streets. Parking is at a premium in this area and many residents do not have off-street parking. The removal of 20 car spaces for five years, as is proposed on Darley Road will worsen this situation as will the removal of 'kiss and ride facilities' at the light rail. There is also a pre-DA application for 120 units on William Street which is not taken into account in the EIS. This will place further stress on parking. The EIS needs to outright prohibit any worker parking on local streets.
- ✦ Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.

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- The EIS indicates that 36 homes will have unacceptable noise impacts for extended periods at the Darley road construction site. The EIS does not mention the cumulative impact of aircraft noise in the Leichhardt or St Peters area, and therefore does not reflect the true impact of construction noise on the amenity of nearby residents and businesses. The noise impacts of construction are not able to be mitigated to an acceptable level and the EIS should not be approved on this basis.
- We object to the selection of the Darley Road site on the basis that it provides for daily movements of 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College. The EIS states that an alternative truck movement is proposed which involves use of the City West Link with no trucks to access Darley Road. The selection of Darley Road should not be approved if it involves any truck movements on Darley Road, which is what it currently provides.
The safety of our school children is at risk on Darley Rd.
- No workers associated with the WestConnex project should be permitted to park on local streets. Parking is at a premium in this area and many residents do not have off-street parking. The removal of 20 car spaces for five years as is proposed on Darley Road will worsen this situation as will the removal of 'kiss and ride facilities' at the light rail. There is also a pre-DA application for 120 units on William Street which is not taken into account in the EIS. This will place further stress on parking. The EIS needs to outright prohibit any worker parking on local streets.
- Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.

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I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.
- There is no evidence provided in the EIS that the ventilation outlets will be date. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.
- The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
- The EIS states that all vegetation will be removed on the site which includes a mature tree. I object to the removal of the tree which creates a visual and noise barrier for residents from the City West Link. If the tree is removed it must be replaced with a mature tree as soon as the remediation of the site commences.
- The proposal for a permanent water treatment plant and substation to the south of the site on Darley Road will prevent direct pedestrian access to the light rail station. It will affect the future uses of the site once the project is completed. The facility is out of step with the area which is comprised of low rise homes and detracts from the visual amenity of the area. This site is a pedestrian hub and will be a visual blight for pedestrians, bike users and the homes that have direct line of sight to the facility. It should not be permitted on this site. *Residents do not want to lose the Light Rail Station*
- The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

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| Application Number: SSI 7485 | Suburb: <i>Leichhardt</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link | Signature: <i>D Wyndham</i> |
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I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' Therefore this entire process is a sham as the extent to which concerns are taken into account is not known as the contractor can simply make further changes. As the contractor is not bound to take into account community impacts outside of the strict requirements and as the contractor will be trying to deliver the project as quickly and cheaply as possible, it is likely that the additional measure proposed with respect to construction noise mitigation for (example) will not be adopted. The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS is riddled with caveats and lacks clear obligations and requirements of project delivery. The additional effect of this is that the community and other stakeholders such as the Council will be unable to undertake compliance activities as the conditions are simply too broad and lack any substantial detail.
- There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods. (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure.
- The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts. (Executive Summary xvi) *These pollutants can be carcinogenic especially for our children!*
- The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)
- No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

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I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction. (Executive Summary xviii)
- The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)
- The EIS states that investigation would be undertaken to confirm whether the Victoria Road bridge is a potential roost site for microbats. There will be attempts to 'manage potential impacts' if confirmed. This is inadequate. The project should not be permitted to impact on vulnerable species.
- The EIS acknowledges that visual impacts will occur during construction. However it does not propose to address these negative impacts in the design of the project. This is unacceptable and the EIS needs to propose walls,, plant and perimeter treatments and other measures at appropriate locations to lessen the impact on visual amenity. (Executive Summary xviii) *Residents are very concerned about the loss of amenity of their local area and homes.*
- The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken 'during detailed design'. The Community should be given an opportunity to comment upon and influence the design and we object to the approval of the EIS on the basis that this detail is not provided, nor is the community (or other stakeholders) given an opportunity to comment or influence the final design.
- The construction and operation of the project will result in 51 property acquisitions. We object to the project in its entirety because of this impact. We note that a number of long-standing businesses have been acquired and that many families and businesses in earlier stages have been forced to go to court to seek fair compensation. We object to the acquisition in particular of the Dan Murphys site. The business was substantially renovated and a new business opened with full knowledge of the likely acquisition. We object to it being acquired and compensated in this circumstances and call on the Government to investigate the circumstances which led to this occurring (Executive Summary xvii)

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I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

1. v All of the streets abutting Darley Road identified as NCA 13 (James Street to Falls Street) should have a strict prohibition on I further object to the proposal to the Darley Road civil and tunnel site for the reasons set out in this submission.
2. any truck movements and worker contractor parking. These homes are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. The EIS needs to prohibit outright truck movements (including parking) and worker parking on all of these streets.
3. v The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed: All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unliveable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.
4. v I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west.
5. v The EIS permits trucks to access local roads in exceptional circumstances which includes queuing at the site. Given the constraints of the Darley Road site queuing will be the usual situation. The EIS needs to be amended to remove queuing as an exceptional circumstance. The truck movements should properly managed by the contractor so that there is no queuing. This exception will make it easier for contractors to neglect their obligation to monitor and manage truck movements in and out of the site and needs to be removed. The EIS needs to specifically mention all local streets abutting Darley Road and expressly prohibited truck movements (including parking) on these streets. This should include all streets from the north (James St) to the south (Falls Road), which are near the project footprint. *Queuing in this busy area will be dangerous and choke the existing traffic.*
6. v Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.

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I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- ✓ Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.
- ✓ We object to the location of a permanent substation and water treatment plant following the completion of the project on the Darley Road site. This will limit the future uses of the land and the community has been continually assured that the land, which is Government-owned, would be available for community purposes. The presence of this facility will forever prevent the ability for safe and direct pedestrian access to the light rail stop, with users required to walk down a dark and winding path. It will also limit the future use of the site. If a permanent facility is to be located then it should be moved to the north of the site so that it is out of sight of homes and has less visual impact on residents.
- ✓ Tunnel depths the tunnel depths for the Leichhardt area as low as 35 metres. This creates and unacceptable risk of damage to homes due to settlement (ground movement). The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk. There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However no details or assurance as to how this will occur are provided. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It will lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to Westconnex works, with no assurance that this property damage will be promptly and satisfactorily fixed.
- ✓ The EIS states that, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS.
- ✓ Many students walk or ride to Orange Grove and Leichhardt Secondary College schools via Darley Road. There are also a number of childcare centres very close to the Darley Road site.
- ✓ The presence of 170 heavy and light vehicle movements a day at this site will create an unacceptable risk to students. The EIS should not permit any truck movements near the Darley Road site. The alternative proposal which provides that all spoil trucks enter and leave from the City West link is the only proposal that should be considered.

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I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- ✓ The EIS states that an alternative truck movement is proposed which involves use of the City West Link and no need for spoil trucks to access Darley Road. This proposal is supported, subject to further information about potential impacts being provided. The EIS should not be approved on its current basis which provides for 170 heavy and light vehicles accessing Darley Road on a daily basis. This will create unacceptable safety issues and noise impacts for adjacent homes while also compromising pedestrian and bicycle access to the light rail and bay run. It will also lead to truck chaos on this critical arterial road providing access to and across the City west Link. The current proposal which provides for truck movements solely on Darley Road should not be approved and approval should only be given to the alternative proposal. I repeat however my objection to the selection of this site altogether, but propose the least worst impact should be chosen if this site is to be used.
- ✓ The EIS indicates that 36 homes will have unacceptable noise impacts for extended periods at the Darley road construction site. The EIS does not mention the cumulative impact of aircraft noise in the Leichhardt or St Peters area, and therefore does not reflect the true impact of construction noise on the amenity of nearby residents and businesses. The noise impacts of construction are not able to be mitigated to an acceptable level and the EIS should not be approved on this basis.
- ✓ We object to the selection of the Darley Road site on the basis that it provides for daily movements of 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College. The EIS states that an alternative truck movement is proposed which involves use of the City West Link with no trucks to access Darley Road. The selection of Darley Road should not be approved if it involves any truck movements on Darley Road, which is what it currently provides.
- ✓ No workers associated with the WestConnex project should be permitted to park on local streets. Parking is at a premium in this area and many residents do not have off-street parking. The removal of 20 car spaces for five years as is proposed on Darley Road will worsen this situation as will the removal of 'kiss and ride facilities' at the light rail. There is also a pre-DA application for 120 units on William Street which is not taken into account in the EIS. This will place further stress on parking. The EIS needs to outright prohibit any worker parking on local streets.

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I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- ✓ The substation and water treatment plant should be moved to the north end of the site near the City West link.

This will mean that the site is less visible to residents and most pedestrian access is at this end. There are no homes that will have direct line of site of the facility if it is moved. This will also enable direct pedestrian access to the light rail without the need to use the winding path at the rear of the site which creates safety issues and adds to the time required to access the light rail stop.
- ✓ The site should be returned to the community as compensation for the imposition of this construction site in our neighbourhood for a 5 year period. If the substation and water treatment plant is moved to the north of the site, then the lower half of the site (which is the most accessible end) could be converted into open space with mature trees planted. As this site is immediately adjacent to the bay run, bicycle parking and other facilities that support active transport could be included. This would result increase the green space for residents and result in a pleasant green environment for pedestrians, rather than a fenced facility.
- ✓ The EIS currently permits trucks to access local roads in 'exceptional circumstances', which includes queuing at the site. Given the constraints of the site (and based on experience with cars accessing the site for Dan Murphy's), queuing will be the norm and not the exception. The EIS needs to be amended to rule our queuing as an exceptional circumstance which allows trucks to use local roads.
- ✓ All of the streets abutting Darley Road identified as NCA 13 (James Street to falls Street) should have a blanket prohibition on any truck movements and worker contractor parking. These hoems are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. These streets are not constructed for heavy vehicle movements and on this basis should also be ruled out. The EIS needs to prohibit outright truck movements including parking) and worker parking on all of these streets.
- ✓ The EIS needs to require that all workers are bussed in or use public transport such as the light rail with no parking whatsoever permitted on local roads at the Darley Road site. This is justified because the site provides 11 car spacers for an estimated 100 workers a day on site. The project cannot be approved on this basis without a strict requirement on workers to use public transport or project provided transport and a prohibition needs to be in place against parking on local streets. The EIS needs to require that this restriction is included in all contracts and in the relevant approval documentation.

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I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- ✓ The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.
- ✓ There is no evidence provided in the EIS that the ventilation outlets will be date. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.
- ✓ The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
- ✓ The EIS states that all vegetation will be removed on the site which includes a mature tree. I object to the removal of the tree which creates a visual and noise barrier for residents from the City West Link. If the tree is removed it must be replaced with a mature tree as soon as the remediation of the site commences.
- ✓ The proposal for a permanent water treatment plant and substation to the south of the site on Darley Road will prevent direct pedestrian access to the light rail station. It will affect the future uses of the site once the project is completed. The facility is out of step with the area which is comprised of low rise homes and detracts from the visual amenity of the area. This site is a pedestrian hub and will be a visual blight for pedestrians, bike users and the homes that have direct line of sight to the facility. It should not be permitted on this site.
- ✓ The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

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I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- We object to the location of a permanent substation and water treatment plant following the completion of the project on the Darley Road site. This will limit the future uses of the land and the community has been continually assured that the land, which is Government-owned, would be available for community purposes. The presence of this facility will forever prevent the ability for safe and direct pedestrian access to the light rail stop, with users required to walk down a dark and winding path. It will also limit the future use of the site. If a permanent facility is to be located then it should be moved to the north of the site so that it is out of sight of homes and has less visual impact on residents.
- Tunnel depths the tunnel depths for the Leichhardt area as low as 35 metres: This creates and unacceptable risk of damage to homes due to settlement (ground movement). The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk. There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However no details or assurance as to how this will occur are provided. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It will lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to Westconnex works, with no assurance that this property damage will be promptly and satisfactorily fixed.
- The EIS states that, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS. *Any ventilation facility should also be using sophisticated filtration technology to avoid polluting our neighbourhood.*
- Many students walk or ride to Orange Grove and Leichhardt Secondary College schools via Darley Road. There are also a number of childcare centres very close to the Darley Road site.
- The presence of 170 heavy and light vehicle movements a day at this site will create an unacceptable risk to students. The EIS should not permit any truck movements near the Darley Road site. The alternative proposal which provides that all spoil trucks enter and leave from the City West link is the only proposal that should be considered.
- All of the streets abutting Darley Road identified as NCA 13 (James Street to Falls Street) should have a strict prohibition on any truck movements and worker contractor parking. These homes are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. The EIS needs to prohibit outright truck movements (including parking) and worker parking on all of these streets.

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Name _____ Email _____ Mobile _____

From: [REDACTED]
Sent: Tuesday, 19 September 2017 8:29 AM
To: DPE CSE MCU SEC Mailbox
Cc: [REDACTED]
Subject: FW: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Categories: Follow-up

Good morning,

Please see below addressed to the secretary.

Regards,
 [REDACTED]

[REDACTED]



From: [REDACTED] [mailto:campaigns@good.do]
Sent: Monday, 18 September 2017 9:17 PM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, RE: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to object to WestConnex New M4/M5 EIS

The justification for the project depends on speculative traffic predictions for the future and includes projects such as the F6 (Southern motorway) that are outside the scope of the project. These projects are currently little more than vague plans.

I wish to OBJECT to the EIS for the M4/M5 toll road and the whole WestConnex network of tollways of which it is a part. I object to the obfuscation and lack of transparency of this whole project and the EIS to justify it.

I object to AECOM being paid millions of dollars of public funds to play a key role in the EIS for the M4, M5 and M4/M5 despite the fact that it has been sued for being negligent in relation to past traffic studies and has already paid more than \$350 million in settlement costs for two cases. This is unacceptable and in any other democratic state would be considered illegal.

I object on the grounds that Westconnex has failed in this EIS to refute claims of credible independent experts of the traffic analysis in AECOM's earlier EIS for Stages One and Two.

I object on the grounds that the social and economic impact of the flow of cars and trucks out of tunnel exits on local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) has not been assessed. This failure disguises the traffic impacts on Inner West communities.

I object to the lack of objectivity in this EIS in which the benefits are never critically discussed, the costs underestimated and impacts understated.

In weighing up the supposed benefits of WestConnex, no attempt is made to realistically review the costs of added on projects and road work that is being planned as a consequence of WestConnex.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts. Again this is so unacceptable

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate. Investment in public transport is the answer. It is the option taken by smart global cities. This is the way to manage traffic congestion and resulting health issues

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities. I object to the fact the EIS Social and Economic Impact consultants failed to do any field research on the current impacts on St Peters, Concord and Haberfield residents of construction. The pollution resulting is overwhelming and we have years more of this. And the destruction and construction so close to schools and child care centres puts at children at risk of so many health issues. And the noise is totally unacceptable.

I object to exposing residents in Haberfield and St Peters to another five years construction. I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I object to unfiltered stacks.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion. And there is to be more of this with the proposed tunnel under Newtown where there are so many heritage buildings. I live in a house built in 1896. It was built on a large clay bed and the proposed tunnel we know will destabilise this

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. Rather there should be investment in improving public transport in the west of Sydney by increasing numbers of trains, improving frequency and provision of better transport to rail stations and building of parking stations there. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

I call on the Minister for Planning to reject this project on the grounds that even the inadequate traffic analysis that has been undertaken shows that the roads near the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead. There is gridlock around St Peters now, it will be untenable after the conclusion of this proposed project. And the great fear of we Newtown residents is that you will then turn around and say adjustments like making King St Newtown a freeway will be necessary. As you must know this will kill this vibrant shopping and cafe precinct. This happens to be a popular tourist attraction and it must not be destroyed

This is an outdated project that is not consistent with current trends in thinking about public transport, urban planning and liveability of cities.

I recognise that there is pressure on several NSW Departments, including Planning, to approve this project. I remind public servants of their obligation to the public. Please consider the potential social, health and economic costs of spending \$17b on Westconnex which provides no solution to Sydney's transport needs.

Yours sincerely, [REDACTED]

_____ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED]

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▪

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Your view on the application: I object to it

Attn: Secretary re WestConnex M4-M5 Link EIS, project number SSI 16_7485

I write to express my strong objection to the WestConnex M4-M5 Link EIS tollroad proposal.

Global experience of major toll roads demonstrates that these projects are enormously expensive and counter-productive. WestConnex will increase air pollution and global warming and encourage more car use, quickly filling the increased road capacity. It is not a sustainable solution to Sydney's congestion problem. The negative impacts on the health and well-being of local community's both in the construction and operation phases are unacceptable.

The fact that the State Government released this EIS just 2 weeks after submissions closed for comment on the M4-M5 Link Concept Design, undermines community confidence that this is a genuine consultation process.

The impending sale of over 51% of WestConnex means that the government will transfer the whole of WestConnex and the construction of M4-M5 Link project completely into the hands of a private company which will not give adequate protections to the community.

In particular I object to the M4-M5 Link because:

- 1) it will induce more traffic into the Inner West with increases in congestion on already highly congested major roads and increased congestion on local roads as commuters avoid the expensive tolls.
- 2) it will increase the negative health impacts by increasing toxic fine particle pollution especially in the vicinity of the unfiltered ventilation stacks which are located near schools and homes.
- 3) it will destroy the Rozelle to Balmain rail corridor thus removing the option for a rail link to the Balmain peninsula and the White Bay precinct.
- 4) it will impose significant and unsustainable tolls on western Sydney communities who will not have adequate public transport alternatives.
- 5) it will lead to the imposition of more clearways on high streets in the inner west which will destroy businesses and community amenity.
- 6) it will potentially damage significant aboriginal and non aboriginal heritage in the inner west.

Extra comments

I have read the Department's Privacy Statement and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

I have not made a reportable donation to a political party.

Yours sincerely,



From: [REDACTED] <campaigns@good.do>
Sent: Tuesday, 10 October 2017 9:59 PM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS. I have lived in [REDACTED] for some 40 years and I have witnessed it grow into the vibrant community it is today. I was involved from the beginning in the development of Sydney Park from its rehabilitation as a tip to the beautiful park it is today. It is absolutely criminal what you have done to our green lung already and we all know habitats surrounded by toxic freeways, which is what you plan for our park, don't thrive. Where we have gone for rest and relaxation and the breathing of fresh air is going to become a polluted space from the roads and the poison spewing stacks And the proposed tunnel has every chance of causing future sink holes throughout Newtown.

So I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

I object to the use of Darley Rd, Leichhardt as a drive site. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges and anyone who have driven there knows, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi

financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis cannot be approved.

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

We are also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of much more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. I am appalled that these odours are predicted to possibly continue if Stage 3 is approved. No community should be treated in this manner.

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So we will have to put up with the exhaust from the tunnels and the additional car emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

I am also concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection. The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner Council Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site (James St and City West Lk), based on TfNSW's own data, is the third most dangerous intersection in the inner west. Despite that, SMC wishes to bring in 100 heavy vehicle movements a day, plus an additional 70 light vehicle movements. There have been two fatalities directly out front the proposed site and it belied belief that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS. WHY IS THIS? This whole EIS reeks of corruption

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish, my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, [REDACTED]

_____ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED]

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

| | |
|--|---|
| Submission from: | Submission to: |
| Name:..... [REDACTED] | Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 |
| Signature:..... [REDACTED] | Attn: Director – Transport Assessments |
| Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. | Application Number: SSI 7485 Application |
| Address: [REDACTED] | Application Name: WestConnex M4-M5 Link |
| Suburb: [REDACTED] | |
| Postcode: [REDACTED] | |

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application.

- I do not accept that King Street traffic congestion will be improved by this project, There should be a complete review of the traffic modelling that does not appear to take sufficient notice of the impact of pouring 51000 extra cars down Euston Rd on top of increases in population in the area. Given that there is no outlet between the St Peters and Haberfield or Rozelle, all traffic going to the CBD, East or into the Inner West will use local roads.
- EIS 6.1 (Synthesis, Page 45) states. "..... *this may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval*". It is unstated just who would have responsibility for such a "review(ed) for consistency", and how these changes would be communicated to the community. The EIS should not be approved till significant 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment (ie : the Sydney Water Tunnels issues at 12-57)
- I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed. There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
- Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?
- An on-line interactive map was published with the M4-M5 Concept Design that indicated a very wide yellow 'swoosh' that is upwards of a kilometre wide in some sections of the M4-M5 proposals. SMC have NEVER publicly published or acknowledged that the contractor to be appointed to build the tunnels will be 'encouraged' to do so within the yellow swoosh footprint, but may go outside the indicative swoosh area if found necessary after further geotech and survey work. The proposed Sydney Water Tunnels surveys (EIS 12-57) could potentially see a dramatic change in the tunnel alignments in the Newtown area. Why were these surveys not done during the past three years such that 'definitive' rather than 'indicative' alignments could be published. The EIS should be withdrawn till such time that it is a true and fair 'definitive' document open for genuine public comment.

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Friday, 22 September 2017 6:44:22 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:
I have two concerns

The first is regarding the proximity of the Darley st tunnel site to the light rail station. Are there any noise considerations planned for passengers waiting on station. please publicly provide information.
The second is traffic at the darley st west connex intersection which is difficult at the moment. An additional 100 trucks entering intersection will add to this chaos. Is it planned to time trucks to after peak hours and also avoid early morning noise to residents nearby.

[REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=225060

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: Thu, 21 Sep 2017 23:04:42 +0000
To: [REDACTED]
Subject: FW: Submission Details for Catherine Blakey (object)

From: system@acelo.com On Behalf Of Catherine Blakey
Sent: Friday, 22 September 2017 9:04:21 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Catherine Blakey (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Catherine Blakey
 [REDACTED]

Address:
 [REDACTED]

Wollongong, NSW
 2500

Content:

As a resident of Wollongong, I was alarmed to see an inclusion of the F6 extension with no detail on the environmental impact of this proposed toll road, even though the route takes it through suburban houses, parkland, valuable open green space and potentially even National Park.

I oppose the expansion of the toll road network, without any assessment of the social economic impact on our community, and citizens abilities to get to work, medical appointments or other essential or recreational travel.

I am concerned that these toll roads will channel more traffic in to Sydney, remove lots of mature street trees, and be an eye-sore till Sydney resembles LA with an congested network of roads, and expensive and desert-like car parks. I am very concerned about the impact on air quality from the increased vehicular traffic.

Like many South Coast residents, I recognize the environmental benefits of investing transport dollars in rail upgrades before tollroads. Rather than be stuck in traffic, I believe that our government should be funding fast, efficient and frequent public transport services that connects the South Coast with Sydney. The current South Coast line is already over capacity, along a very slow and windy route. I am concerned that the \$40 billion transport budget is being focused on toll roads, when it should be used for upgrading essential train services on the South Coast line - from the basics of electrifying the whole line, installing a lift at Unanderra Station, and extra carriages so that passengers aren't required to stand, to more advanced upgrades such as providing rail services more frequently, and straighten the line to create a faster and more direct route, and completing the Molden-Domarton freight line.

[REDACTED]
 Submission: Online Submission from Catherine Blakey (object)

https://majorprojects.accelo.com/?action=view_activity&id=225065

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Friday, 22 September 2017 9:42:24 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

OBJECT TO THE WESTCONNEX AT ROZELLE

We need to start monitoring the air quality at Rozelle Public School so we have data to compare.

We need to make sure the technology behind the ventilation stacks are proven and keep the air clean.

[REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=225068

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 25 September 2017 12:23:34 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

The EIS shows a large supply plant that is 10m high and is situated on Victoria Rd between Springside and Callan Streets. The documentation states that this will increase the noise to residents by 12dbA during operation 24hrs/day.

This plant room should either be located below ground level to reduce noise breakout and all overshadowing on residents next to it, OR it should be located elsewhere. A potential location is on the foreshore below the Iron Cove bridge. This location will reduce the noise to residents, reduce overshadowing and reduce the visual impact of this facility on Victoria Rd.

The EIS also shows through modelling that the air quality through Drummoyne will decrease due to the Rozelle link. Therefore why doesn't the tunnel exit at the bottom of the Gladesville Bridge rather than the start of the Iron Cove Bridge. All traffic using the Rozelle link travelling west would be heading to the Gladesville Bridge therefore what gain are users using the Rozelle link tunnel obtaining when they exit the tunnel and are then met by two lanes of bumper to bumper traffic travelling through Drummoyne forcing traffic to a standstill in the tunnel.

[REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=225284

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Monday, 25 September 2017 12:45:35 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I object to the Rozelle link due to the negative impacts on the community. The impacts are noise, air pollution and visual pollution.

Noise Impacts:- the noise impacts that have been documented are a 12dbA increase to residents of Springside and Callan Streets Rozelle from the supply air plant and electrical substation at the top of Springside and Callan Streets. Also the noise impacts from the Ventilation stack that will generate noise due to the velocity of the air being expelled from it.

Also the exits from the tunnels at Iron Cove have been detailed in the EIS to increase noise levels due to traffic etc by 15dBA. I therefore feel it vital that the Government provides all affected residents with acoustic insulation .

Air Pollution:- The EIS quite clearly shows the residents of Drummoyne due to the increased traffic volumes experiencing significantly higher air pollution levels than currently experienced due to the Rozelle link. Therefore the tunnel should be extended through to the Gladesville Bridge to overcome this problem. Also this will stop the traffic being at a standstill in the tunnel due to the traffic flow through Drummoyne preventing traffic from exiting the tunnel.

This extension would also allow the Ventilation stack at Iron Cove to be moved away from both Rozelle Public School and Balmain High School and numerous childcare centres to a location near Gladesville Bridge which doesn't contain any schools in the nearby area. Most children at Rozelle Public school will be required to endure the air pollution generated from the Rozelle link 24hrs/day as they also live in very close vicinity to the proposed stacks.

Visual Pollution:- The proposed 10m high ventilation plant facility at the top of Springside and Callan Streets will have a significant visual effect on local residents and those travelling along Victoria Rd. Also the proposed 25m high stack to located at Iron Cove will have a very overbearing effect on the area.


https://majorprojects.accelo.com/?action=view_activity&id=225288

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 9:34:57 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I OBJECT to Westconnex and in particular the Rozelle link for the following reasons:

- * All the ventilation shafts proposed for Rozelle, Lilyfield and St Peters must be filtered for PM2.5,
- * Lots of vegetation needs to be planted near busy roads and ventilation shafts to provide a green barrier to reduce air pollution,
- * I have major concerns regarding the air pollution, noise and vibration during four to five years of construction works, especially tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week, with only a few hours of respite,
- * I am very concerned that construction work is so close to schools and day care centres, as children are more susceptible to negative impacts such as learning impairments, heart and lung disease,
- * I have concerns that the EIS isn't the final design and that subcontractors can change the design without any community consultation or approval,
- * I have concerns that the residual space meant for public parks might be kept by the RMS for future infrastructure projects,
- * I insist that the impact of construction on children's physical health, stress levels, and the impact on those with pre-existing respiratory conditions is minimised or eliminated,
- * It must be ensured children living within 500m of construction are able to receive full nights' of sleep, as lack of sleep leads to tiredness and proven difficulty learning,
- * I have concerns that construction will cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and the spread of soil contaminants throughout the surrounding area, including the School,
- * I am concerned about trucks driving on local streets,
- * The need for additional footbridges/underpasses across Victoria Road to Darling Street and to Terry Street.
- * Provision of air-conditioning for all homes, businesses, schools and day care centres within 500m of construction, so windows can be kept shut to avoid construction noise and air pollution,
- * Concerns about tunnelling damaging to houses or keeping people awake at night,

- * Guarantees that the Iron Cove Link remains toll free to avoid the creation of rat runs in Rozelle and Lilyfield by road users avoiding tolls,
- * A traffic plan to maximise our children's health and safety and ability to walk to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park, and the School swim carnival at Drummoyne pool,
- * Details of the impacts on bus routes and stops, and cycle paths and footpaths within 500m of construction, including but not limited to Victoria Road during construction and operation, so you can get to work,
- * I feel that Public transport would be a better investment,
- * I am concerned about subcontractors parking in my street,
- * I am concerned that the traffic modelling is inaccurate.



https://majorprojects.accelo.com/?action=view_activity&id=226567

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 9:39:57 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

Reference: Westconnex M4-M5 Submission / Objection

I am writing to make a submission on the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed.

The wrong traffic modelling approach has been used:

- * All traffic modelling is wrong, the question is: by how much? And what are the implications of the error?
- * Incorrect traffic modelling has led to overoptimistic traffic predictions which resulted in low toll revenue from of the Cross City Tunnel, Lane Cove Tunnel and Brisconnex in Brisbane, resulting in eventual bankruptcy.
- * The traffic modelling process used to develop the Project is fundamentally flawed because:
 - Traffic projections are likely to be significantly different to the actual traffic on the street network
 - Traffic volumes projected in the model are in numerous instances well above the physical capacity of the road network.
- * There is no statement on the level of accuracy and reliability of the traffic modelling process. This is a major shortcoming and is contrary to the Secretary's Environmental Assessments Requirements.
- * Westconnex traffic modelling relies on implausible traffic volumes that exceed the capacity of the road links and intersections at several key locations.

Key Inputs to the modelling process are unpublished or incorrect

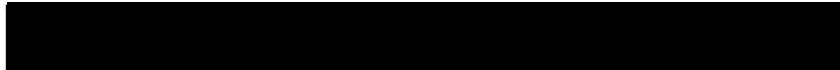
- * The accuracy of the model outputs can only be as good as the accuracy of the inputs. Projections of key inputs relating to population and employment become very unreliable beyond 10 or 15 years. In addition to this, the transport sector is facing a potentially significant disruption from connected, automated vehicles that may have a significant impact on traffic growth. This has not been considered or modelled.
- * SMC is using an unpublished Value of Travel Time in the Westconnex traffic modelling. If the Value of Travel Time adopted is incorrect, then all outputs will be incorrect.
- * The induced demand of 0.3% is too low based on historical experience in Sydney.

- The benefits counted from reduced traffic volumes on roads such as the existing M5 and the Eastern Distributor are unlikely to be realized due to real levels of induced demand.

* The 2023 'cumulative' modelling scenario includes the Sydney Gateway and the western harbour tunnel but neither of these projects are currently committed and it is highly unlikely they will be completed by this date. This raises the question of why did the proponent adopt such a misleading position and how does it affect the impacts stated?

* SMC refuses to release the traffic model and detailed analysis for independent unpaid peer review and scenario analysis.

I look forward to your response to my objection,



https://majorprojects.accelo.com/?action=view_activity&id=226575

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Feedback on EIS for WestConnex M4-M5 Link (Application Number SSI 16 7485)

Thank you for the opportunity to give my feedback on the EIS for WestConnex M4-M5 Link. I outline my major concerns below, particularly those related to the Rozelle Public School.

Ventilation: Air pollution

WestConnex proposes two unfiltered tunnel ventilation facilities of unknown heights: one approximately 250m northwest and another approximately 700m southeast of the School.

The area encompassed by these stacks' emissions includes nearly all of the School's catchment area, potentially affecting many, if not most, of the School's children and families. Our children will be exposed to unfiltered emissions while at school, as they walk to and from school, as they play at school, at local parks and where they live. These emissions can lead to adverse health effects.

Air pollution, noise and vibration during construction

Four to five 4 to 5 years of construction works is proposed. This includes constructing the tunnel entrance and exit on Victoria Road approximately 250m from the School, continuing the tunnelling and all associated work including: demolition, storing and moving rock, haulage by trucks and the workforce travelling, parking and more.

Above-ground work is proposed to be undertaken 7am–6pm Mondays to Fridays and 8am-1pm on Saturdays. Tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of or their entire primary school education - during the entire time that our children are present on school grounds or at home.

My major concerns are:

- Impacts on our children's abilities and opportunities to learn and play during these times
- Impacts on pre-school infants' opportunity to rest during nap-times
- Endangering children's health, increasing their stress, and worsening the impact on those with pre-existing respiratory conditions
- Impact on our children's sleep, leading to tiredness and difficulty learning.

Soil pollution in construction

Construction could cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and these could be spread throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

I am concerned that constructing and using the M4-M5 Link will endanger our community's safety in many ways. These include:

- Potential safety risks for road users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic
- Road closures and heavy construction vehicles making it very difficult for parents and small children to walk to school safely
- Similar road safety concerns for parents and children on the school run after the Link is completed
- Construction impeding our children's safety and ability to travel to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park
- Rat runs and increased traffic in side streets surrounding the School by drivers seeking to avoid tolls
- Impacts on bus routes and stops on Victoria Road
- Impacts on cycle paths on Victoria Road
- Access to King George's Park and the Bay Run by cyclists and pedestrians

Other major concerns I have include:

The Rozelle link tunnel exiting at Iron Cove Bridge is a waste of money as the traffic problem is through Victoria Rd Drummoyne. If the tunnel exited at the bottom of the Gladesville Bridge will be the difference between success & failure for this element of the project.

For the sake of our community, our families, and our children, I hope you will be able to consider and address these important concerns.

Yours Sincerely,

(I ~~allow~~ do not allow for my personal details to be published)

Name:

Address:

Email:

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Sunday, 15 October 2017 4:26:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

I object to the proposed unfiltered Iron Cove smokestack being located less than 100 metres from homes and Rozelle Primary School. I ask that it be moved to the Rozelle Goods Yard and no stack installed or constructed at the Iron Cove entrance. Rozelle Interchange Project Manager Peter Jones has said he would prefer the stack to be moved to the Goods Yard, that SMC have the technology to move it there without detriment to tunnel safety, that it will reduce construction and remediation costs, and that SMC and the contractors will move it if stakeholders demand it.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

https://majorprojects.accelo.com/?action=view_activity&id=227648

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: Sun, 24 Sep 2017 05:20:04 +0000
To: [REDACTED]
Subject: FW: Submission Details for John Gray (object)

From: system@accelo.com On Behalf Of John Gray
Sent: Sunday, 24 September 2017 3:19:37 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for John Gray (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: John Gray

[REDACTED]
 [REDACTED]
 Forest Lodge, NSW
 2037

Content:

I object to the EIS on these general grounds:

- The Environmental Impact Statement does not safeguard communities. Government is seeking planning approval to sell the project to the private sector and discharging its responsibility and control for the delivery of the project.
- There is a lack of strategic justification for the project, No feasible alternatives have been developed or assessed.
- There will be major impacts on the Anzac Bridge (projected 60% increase in daily traffic) and Sydney City Centre. The EIS forecasts major impacts on bus travel time and reliability.
- The EIS does not adequately account for impacts on health and air quality. The EIS identifies an additional 5 unfiltered ventilation stacks to be constructed in inner Sydney. In addition local surface roads will be widened and traffic volumes will increase.
- Lack of alignment with the NSW Government's priorities and policies
- Major impacts on the community

Specifically I object to:

The EIS states that a Construction Traffic and Access Management Plan (CTAMP) "would be developed in consultation with local Councils and stakeholders associated with public facilities adjacent to project site". A similar commitment was made for construction of the New M5. It has been poorly managed. There is limited response to Council input and the Sydney Motorway Corporation and Roads and Maritime Services each deny responsibility and blame each other. Traffic modelling was insufficient to assess the full impacts of the project.

* The underlying traffic modelling and outputs was insufficient to:

- Demonstrate the need for the project.
- Understand impacts of dispersed traffic on connecting roads, such as the Anzac Bridge, and whether they have available capacity to meet the predicted traffic discharge. Any congestion on exits has the capacity to negate all travel time savings to the exit point, given the small predicted benefits.

- * The strategic model (whole system) inputs traffic volumes that simply cannot be accommodated in the road interchanges and feeder routes. It is physically impossible to fit that amount of traffic on a road.
 - * The modelling area shown in Figure 8-5 should be extended to include Johnston Street and The Crescent/Minogue Crescent/Ross Street corridor to Parramatta Road to provide clarity on how these feeder routes are envisaged to operate in 2023 and 2033. It should include the modelling assumptions applied.
 - * Volumes on the main links (the trunks) cannot be as high as what is claimed in the EIS. It is physically untenable.
- ther for a lack of action.

Submission: Online Submission from John Gray (object)
https://majorprojects.accelo.com/?action=view_activity&id=225224

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for company Coalition of Glebe Groups (org_object)
Attachments: 227576_Westconnex EIS submission_2017Oct15_1034.pdf

From: system@accelo.com On Behalf Of John Gray
Sent: Sunday, 15 October 2017 10:36:10 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for company Coalition of Glebe Groups (org_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: John Gray
Organisation: Coalition of Glebe Groups (Chair)
Govt. Agency: No
[REDACTED]

Address:
[REDACTED]

Forest Lodge, NSW
2037

Content:
COGG's formal objections are contained in the attached file

[REDACTED]
Submission: Online Submission from company Coalition of Glebe Groups (org_object)
https://majorprojects.accelo.com/?action=view_activity&id=227576

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247



Coalition of Glebe Groups

Director
Transport Assessments Planning Services
NSW Department of Planning and Environment

SUBMISSION ON SSI 7485 WESTCONNEX STAGE 3 EIS

The Coalition of Glebe Groups (COGG) represents community, business, voluntary groups and NGOs. It concentrates upon issues that affect Glebe and Forest Lodge (2037) and is comprised of the Presidents, Chairs and Vice-Presidents of:

- The Glebe Society Inc.
- The Glebe Chamber of Commerce Inc.
- The Glebe Community Action Group
- The Glebe Point Residents Group
- FLAG (Forest Lodge & Glebe Coordination Group) and it acts in coalition only on matters that are decided consensually.

COGG has been consistently and cooperatively engaged with Sydney Motorway Corporation executives for the last two years or so. We have reviewed as much of the EIS as we reasonably can, given our professional capability and resources. So you read in this submission comments from a well prepared and involved coalition, which is representative of Glebe Village. COGG maintains an evidence based approach to the EIS, which leads us to formal objections in four main areas:

- The proposed development to link M4 and M5 covered in this EIS represents unsafe public investment.
- The proposed development to link M4 and M5 covered in this EIS will cause increased congestion during construction and post construction.

- The proposed development to link M4 and M5 covered in this EIS will cause air quality issues within the Inner West and more broadly.
- The proposed development to link M4 and M5 covered in this EIS will cause loss of amenity, loss of trade and damage to this conservation area.

Under each of these rubrics we raise several objections.

THE PROPOSED DEVELOPMENT TO LINK M4 AND M5 COVERED IN THIS EIS REPRESENTS UNSAFE PUBLIC INVESTMENT.

COGG objects that a clear case has not been made to show this development is necessary to alleviate the problems and issues first proposed as justification for WestConnex. This EIS specifically mentions some of those problems will be worsened (e.g. Congestion on Parramatta Road). COGG notes the unfavourable report prepared by the Auditor General on the economic and governance issues of WestConnex in general and that the Auditor General has announced that it will further investigate the probity of WestConnex in the coming months.

1. **COGG holds that the consultation on the EIS should be extended at least until the AG has reported for to do otherwise would be an unsafe act in governance.**

COGG objects that alternative solutions have not been examined. Here we highlight the alternative plan put by the City of Sydney and note that the City argues that the development is not necessary, does not acquit the published aims and diverts public funding from other opportunities.

2. **COGG holds that the consultation on the EIS should be extended at least until the AG has reported on the cost/benefits of this development and well-conceived alternatives.**

THE PROPOSED DEVELOPMENT TO LINK M4 AND M5 COVERED IN THIS EIS WILL CAUSE INCREASED CONGESTION DURING CONSTRUCTION AND POST CONSTRUCTION

COGG objects that extra congestion will be brought to Glebe and Forest Lodge by construction vehicles, post construction induced demand and rat-running on local roads. It notes that there have been consistent criticisms of traffic estimates and method of calculation.

3. **COGG holds that conditions should be set within the certification that require no funnelling into tollways, no use of public roads by WestConnex heavy vehicles in any circumstances and specific measures to ameliorate rat running through Glebe and Forest Lodge.**

THE PROPOSED DEVELOPMENT TO LINK M4 AND M5 COVERED IN THIS EIS WILL CAUSE AIR QUALITY ISSUES WITHIN THE INNER WEST AND MORE BROADLY

COGG objects to the proposed unfiltered stacks from the tunnels that will produce pollution plumes whose dissipation routes are indeterminate. It objects that these plumes will cause health issues both within the immediate areas and more broadly within the Sydney basin. The plumes from the two stacks sites are intended to rise rapidly join then disperse by wind movement. However the topography of Rozelle, prevalent wind conditions and potential inversions may settle the particulates within the area, suspend them in over- canopy or transport them to other parts within the Sydney basin. The potential effects of these pollutants must be considered against the background of current urban pollution.

4. **COGG holds that conditions should be set to ensure that air quality is not worsened from its current state within the Sydney basin by this development.**

THE PROPOSED DEVELOPMENT TO LINK M4 AND M5 COVERED IN THIS EIS WILL CAUSE LOSS OF AMENITY, LOSS OF TRADE AND DAMAGE TO THIS CONSERVATION AREA.

COGG objects to this development due to loss of amenity to those who live and trade in Glebe and Forest Lodge. Glebe is a largely intact Victorian townscape that is a conservation area and contains listed heritage property.

5. **COGG holds that limiting conditions should be set to ensure that the project and its consequential acquisitions and traffic flows do not unnecessarily limit amenity and that this is widely reported by public audit agencies. Further that penalties and recompense are consequent to misdeed.**
6. **COGG holds that limiting conditions should be set to ensure that the project and its consequential acquisitions and traffic flows do not unnecessarily reduce trade in Glebe and Forest Lodge and that this is widely reported by public audit agencies. Further that penalties and recompense are consequent to misdeed.**

7. **COGG holds that the developers should be required to ensure that the project and its consequential acquisitions and traffic flows are consistent with The Policy on the Heritage Impacts of Urban Motorways of the National Trust of Australia (NSW) and that any certification set these criteria as limiting conditions. Further that penalties and recompense are consequent to misdeed.**

Yours truly

John Gray

John Gray PhD, MEdA, GDipEd, BBus.

Chair of COGG

October 14, 2017

From: Deborah Smith <campaigns@good.do>
Sent: Wednesday, 20 September 2017 4:44 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement as so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS.

The strategic justification for this project is very thin indeed. Its viability depends on even more tollways being built. These tollways will be a burden on the people of Sydney and many will be penalised because they cannot afford to pay tolls. There is almost no analysis of this phenomenon in the EIS.

The justification for the project assumes that the F6 and other tollways will be built. The F6 project has not been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

I am concerned that the already congested King Street, Enmore Road and all roads feeding from the St Peters Interchange will cause yet more pollution and difficulty for local residents trying to access their homes and access local roads due to the increased traffic flow.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

With the enormous influx of people moving into the huge developments being built in inner city areas that were previously industrial sites I am concerned that any changes to public transport are completely inadequate to cope with the numbers of people needing to travel across/to the city and workplaces beyond.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built

that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful and shows absolutely no respect for residents and the wider community.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to exposing residents in Haberfield and St Peters to another five years of construction.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested. I find it outrageous that a liquor store was relocated from a site at Haberfield that was resumed for Westconnex and is now going to be removed yet again to form a construction site. Does this mean there will be a massive compensation payment?

I object to unfiltered stacks and their affect on residents and particularly in relation to their proximity to schools.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

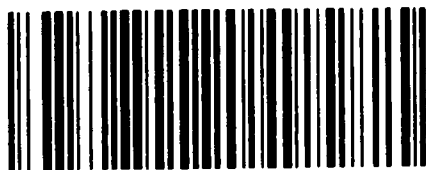
I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Yours sincerely, Deborah Smith 30/1-3 Fassifern St, Ettalong Beach NSW 2257, Australia

This email was sent by Deborah Smith via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Deborah provided an email address (debfs03@yahoo.com.au) which we included in the REPLY-TO field.

Please reply to Deborah Smith at debfs03@yahoo.com.au.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit:
www.rfc-base.org/rfc-3834.html



PCU072380

ecotransit
Peoples EIS

| | | |
|---|-------------------------------|---------------|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001. | Name: Eve Russell | |
| | Address: 3 Paul Street | |
| Application Number: SSI 7485 | Suburb: Balmain East | Postcode 2041 |
| Application Name: WestConnex M4-M5 Link | Signature: <i>Eve Russell</i> | |
| Please INCLUDE my personal information when publishing this submission to your website. Declaration: I HAVE NOT made any reportable political donations in the last 2 years. | | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons: *Damaging the urban environment & is not a solution.*

Department of Planning
Received
20 SEP 2017
Scanning Room

From: Daniel Roberts <campaigns@good.do>
Sent: Wednesday, 20 September 2017 8:30 PM
To: [REDACTED]
Subject: [SPAM DETECTED BY EXO] Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement as so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS.

The strategic justification for this project is very thin indeed. Its viability depends on even more tollways being built. These tollways will be a burden on the people of Sydney and many will be penalised because they cannot afford to pay tolls. There is almost no analysis of this phenomenon in the EIS.

The Rozelle Interchange involves three levels of tunnels crossing under densely settled streets of old houses. There have been no engineers at Sydney Motorway Corporation EIS sessions who can point to where a similar underground interchange has ever been built. SMC admit that this project would be very challenging at a technical level and that these challenges have not yet been addressed. No project should be approved with so little detail included in an EIS. To do so would expose the community to huge costs and dangers.

The justification for the project assumes that the F6, the Western Harbour Tunnel and other tollways will be built. The F6 project has not been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion. The NSW government needs to step back from this project and

consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I object to unfiltered stacks.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Yours sincerely, Daniel Roberts 12 Cecily St, Lilyfield NSW 2040, Australia

This email was sent by Daniel Roberts via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Daniel provided an email address (daniel.roberts@smith-nephew.com) which we included in the REPLY-TO field.

Please reply to Daniel Roberts at daniel.roberts@smith-nephew.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: [REDACTED] <campaigns@good.do>
Sent: Wednesday, 20 September 2017 10:17 PM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement as so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS.

The strategic justification for this project is very thin indeed. Its viability depends on even more tollways being built. These tollways will be a burden on the people of Sydney and many will be penalised because they cannot afford to pay tolls. There is almost no analysis of toll avoidance and its link to cost of living pressures in the EIS.

The Rozelle Interchange is no more than a design concept. It involves three levels of tunnels crossing under densely settled streets of old houses. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. SMC admit that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. No project should be approved with so little detail included in an EIS. To do so would irresponsibly expose the community to huge costs and dangers without adequate investigation.

The justification for the project assumes that the F6, the Western Harbour Tunnel and other tollways will be built. The F6 project has not been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I object to unfiltered stacks.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Yours sincerely, [REDACTED]

_____ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED] at [REDACTED]

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www.rfc-base.org/rfc-3834.html

[REDACTED]

From: [REDACTED] <campaigns@good.do>
Sent: Monday, 25 September 2017 10:01 PM
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I strongly object to this proposal and I therefore call on the NSW Minister for Planning not to approve this Environmental Impact Statement which is 'indicative only'.

The Rozelle underground Interchange is only a design concept. It involves three levels of tunnels crossing under densely settled old urban streets. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. A designer openly admitted that it was a concept that had been mandated politically and so far not been engineered. The community should not be placed at risk in this manner. It would be completely irresponsible to approve this EIS.

To approve this concept on the basis of so little information would expose thousands of residents to danger and a further huge blow out in construction costs. These costs would be added to the tolls that millions of motorists and truck drivers will pay for decades to come. This will create an intolerable economic burden on the people of Sydney.

Apart from being 'indicative only', the entire document is based on approval of further toll roads to justify its case. These other proposals, such as the F6, are in draft form, not approved and, if they proceed, will not be open for years.

The business case for this project, which depends on the payment of tolls, is looking very shaky. The EIS does not engage with the critical review by SGS Consulting of the 2015 Updated Business case or with the City of Sydney's assessment that the Cost Benefit Ratio might be lower than 1:1.

The impact of rat running on local streets which is already a well-publicised issue with respect to the M4 widening, is not properly addressed. This is a direct and long-term impact of the project. There is no proper analysis of the impact of tolls or discussion of what enforceable obligations would be placed on the NSW government to address this issue.

Rozelle would also be the site of an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I object to unfiltered stacks. I cannot understand why if the NSW government is spending so many billions of dollars, it cannot afford to filter the stacks. I completely reject that statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection.

The proposal for a drive-site on Darley Road is opposed by the Inner West Council, its traffic planners and the independent engineer appointed by the Council. The plan to run 170 heavy and light vehicle movements a day into a known accident blackspot is unfathomable. There is no detail in the EIS as to how this impact will be managed so that the community is not at risk.

This EIS has so many uncertainties and contains so little information that it should not even be accepted as an EIS. On important issues like impact on groundwater or risks of flooding, the EIS contains so little detail that it does not even meet the standards expected of an EIS. Details are postponed until after a construction consortium is chosen. Only then will risks properly be identified. At that stage, Councils and the public will have no right to information or feedback.

The WRTM model used for the traffic analysis has been found by independent research analysts to be deeply flawed. It has not been publicly released, which has made it impossible for its assumptions to be tested. I am concerned that a traffic model that is being used for such a huge public infrastructure project should not be regarded as “commercially in confidence.”

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead. Haberfield that would have by 2023 endured 8 years of destruction and construction impacts would be also extremely congested near portals. The overlap in construction projects (up to 12 months) rates a two-sentence mention in the EIS. There is no analysis of this impact in the EIS, not any detail of the areas affected – and therefore no proposed mitigation.

I am disappointed that the consultants did not do any actual research into the impacts on communities of the construction of the M4East and New M5. The term 'construction fatigue' is not adequately explained or assessed by consultants who are biased towards construction. I ask that you travel to St Peters and Haberfield and talk to residents – ask them if the impacts have been acceptably managed.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion. Already scores of heritage buildings have been destroyed. I oppose destroying anymore for this Stage of WestConnex.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases, it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is absurd to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

I object to the M4-M5 Link as outlined in the Environmental Impact Statement. My objection is partly based on my concern about the impacts of the project on air quality in the areas surrounding the tunnel portals and the use of unfiltered stacks.

This proposal involves unacceptable risks to public health. I call on the Minister for Planning to reject the M4-M5 Link as proposed.

The findings of the EIS on air quality cannot be relied upon. They are totally dependent on the traffic figures which have been questioned by independent experts. Traffic modellers have a long record of poor predictions in Australia and elsewhere.

Costs of Air pollution

The health costs of outdoor air pollution in Australia are up to \$8.4 billion a year. The health costs of particulate pollution in the Sydney Greater Metropolitan Area is around \$4.7 billion a year.

The project will not solve traffic congestion, it will in fact encourage the use of cars and trucks in Sydney and dot inner Sydney with unfiltered pollution stacks. This will all add to health costs.

NSW should be seeking to lower pollution levels as much as possible but pursuing sustainable transport alternatives.

No Safe levels of PM 2.5

Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Particulate matter is linked with asthma, lung Disease, cancer and stroke.

Unfiltered pollution stacks pose unacceptable risk to Sydney's residents

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area.

I am particularly concerned that schools would be near such unfiltered stacks.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

The government needs to urgently review its policy of support for unfiltered stacks.

I note that the Education Minister, who as Planning Minister approved the M4 East and New M5, stated that the would not allow unfiltered ventilation stacks in his electorate.

Annandale, Haberfield, Rozelle, Lilyfield and St Peters will be exposed to unacceptable health risks.

With four unfiltered emissions stacks in Rozelle, two in Haberfield (one each for the M4East and New M5) and two in St Peters, along with a large number of exit portals, residents of these area will suffer greatly from direct exposure to poisonous diesel particulates.

This is negligent when you consider that the World Health Organisation in 2012 declared diesel particulates carcinogenic.

The Rozelle interchange is only a concept at this stage and should not be approved.

But even as a concept, its dangers are revealed. Rozelle would be lumbered by an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs.

The interchange has long climbs which will increase emissions concentrations, which will then be pumped into the surrounding area.

The EIS shows significant traffic volumes will head onto the Anzac Bridge, which already operates at the lowest Level of Service (F) in peak times.

There will be significant queues heading into the tunnels, greatly increasing the level of emissions, but the model does not account for these conditions.

The three pollution Stacks in the Rozelle Rail yards are shown to be 38 meters high. This is a totally inappropriate location for these pollution stacks as the Rozelle Rail Yards are in a valley and the stacks will be on land that is approximately 3.5 meters above sea level.

Balmain Road between Wharf Rd and Victoria Road is at an elevation of on average 37 meters. Orange Grove Primary School is at an elevation of 33.4 meters. Areas of Hornsey Rd Rozelle are at 28 meters. The area near the junction of Annandale and Weynton streets in Annandale has an elevation of 29 meters.

All these areas are in close proximity to these stacks and as a result, all the pollution from these stacks will almost be on the same level and so will be blowing almost directly into these properties, especially in summer when many windows are open. This is completely unacceptable.

In addition, when there is no wind, the pollution will accumulate in this valley area and make the surrounding area highly polluted. This is also not acceptable. Young children, the elderly and those suffering from lung and heart disease will be placed at serious risk.

There are also at least 4 schools of primary age children well within one kilometre of these stacks. Young children are the most vulnerable to pollution related disease.

St Peters

The additional unfiltered exhaust stack on the north-west corner of the St Peters interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields.

St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south-western and north-western corners of the interchange and near congested roads. This is utterly unacceptable.

St Peters will have large volumes of vehicles accelerating and decelerating as they enter and exit tunnels and access roads, next to proposed playing fields. This will be complicated by emissions stacks located in the Interchange – meaning that pollution from the interchange will be supercharged by the emissions from the stacks.

The EIS states that ‘the ventilation outlets would be designed to “effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality.”

Details of the impacts on air quality need to be provided in an accessible way so that the residents and experts can meaningfully comment on the impacts. Even small increases in PM 2.5 are not acceptable.

More stacks?

I am completely opposed to approving a project in which the EIS consultants recommend rather than filtrating stacks now, extra stacks could be added later if there is a problem? How long would that take? Twenty years until a cancer cluster developed? One of two RMS experts at an EIS session did not even know that this statement was in the EIS. Where would these stacks be built? This indicates a level of uncertainty about the safety of unfiltered stacks.

RMS has stated at EIS sessions that there will be a review of the government’s policy on unfiltered stacks but was unable to provide any information about the review or the identity of the person doing the review.

Air quality danger in tunnels

The EIS shows a diagrammatic explanation of the way the polluted air will be expelled from the Westconnex tunnels.

This method will work on straight tunnels of short distance providing there is no traffic congestion.

Existing tunnels in Sydney have signs advising motorists to roll up their windows and put on their 'in vehicle circulating' air conditioning.

This type of straight line pollution expulsion doesn't work if the tunnels go around corners, which is the case with the tunnels from the Rozelle Rail Yards site.

I demand that NSW Planning respond to this specific concern, rather ignoring it as has occurred with responses to the EIS for the M4East and New M5 projects.

The tunnels under Rozelle/Lilyfield are going to be in three levels. The EIS of the Rozelle Interchange are nothing more than a concept design and must not be approved.

The EIS does not explain what safety procedures would be built into the project to deal with situations like serious congestion, accidents or fire.

In the event of a serious hold-up on the deepest of these tunnels, it is clear that the air quality will very quickly become toxic unless substantial air conditioning is a major part of the design. However, there is no substantive detail about how these issues are going to be addressed and it is simply not acceptable for the EIS to continually state that issues will be postponed to the design phase.

There needs to be independent scrutiny and public feedback and consultation into a project carrying such potential risks to the public.

Government should seek sustainable strategies to reduce air pollution not worsen it in chosen spots.

Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem in particular spots, simply because it is already poor.

The M4-M5 tunnel will increase PM10 levels on the following Streets in the St Peters area and near Sydney Fish Market (data from WestConnex EIS) when it is opened in 2023. PM10 is a carcinogen and a paper published in 2013 (Raaschou-Nielsen et. al. 2013), which involved 312 944 cohort members, linked increases in PM10 levels with increases in lung cancer rates. The increases in PM 10 concentration is completely unacceptable, some of these areas are residential or are people's workplaces.

Location Increase in PM10 ($\mu\text{g}/\text{m}^3$) Active Kids Mascot 0.4 Burrows Road 0.5-1, around 2 in some areas Gardner Street 2-3 Kent Road 0.5-1 Bourke Street 0.5-1 Oridon Street 0.5-1 Botany Road 0.5-1 Albert Street 0.5-1 Victoria Street 0.5-1 Euston Road 0.5-1 Princess Highway SW of Sydney Park NA Ada Place 0.5-1 Harris Street 0.5-1 Western Distributor (Sydney Fish Market) 2-3 Saunders Street (Near Western Distributor, Sydney Fish Market) 0.5-1 Bank Street (Near Western Distributor, Sydney Fish Market) 0.5-2 Harris Street (between Milers Street and Allen Street, near Sydney Fish Market) 0.5 Bulwara Road (Sydney Fish Market) 0.5-3 Pyrmont Bridge Road (between Harris Street and Western Distributor) 0.5-3 Sydney Fish Market 0.5-1 Source: M4-M5 EIS_Vol 2C_Part B_App I Air quality_Annexures__part 4.pdf pg K70

Air pollution on surface roads near portals will be worse.

The EIS acknowledges that air pollution will be worse on surface roads near the tollway portals in 2023 when the project is finished and a decade later in 2033.

It also acknowledges that construction traffic can pose a pollution risk.

The EIS describes the additional pollution in these terms: a ‘small increase in pollutant concentrations’ on surface roads near portals compared to existing conditions.” In other words, the EIS acknowledges that some residents will be left worse off after the project.

The EIS also states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be ‘acceptable.’

I disagree that the potential impacts on human health are ‘acceptable’ and object to the project in its entirety because of these impacts.

Those who have time to access the full EIS will discover that concentrations of some pollutants PM5 and PM10 are already near the current standard and in excess of proposed standards (9-81, 9-93).

These particulates are a classified carcinogen and are known to have critical, and at times fatal, consequences if elevated.

People living within 500 metres of heavily affected areas have demonstrably shorter lives, much higher incidences of chronic lung conditions and higher levels of cardiovascular diseases.

I am opposed to a project that will have an anticipated result of leaving some residents exposed to exceedances of safe standards of air pollution.

It is not an answer to say that some people will be exposed to less air pollution. If people are currently exposed to unsafe levels of pollution, it is the job of government to take active steps to lower pollution where these residents live rather than exposing others to harm.

The mechanical ventilation proposed depends on single direction tunnel construction, so how it can possibly work for large curved tunnels on multiple levels is unknown.

Since this information is not provided, this EIS should be rejected.

EIS ignores impact of ozone emitted in Eastern Sydney on the West of Sydney

The EIS states that the impact on regional air quality is minimal. It concludes that the project’s impact on ozone is negligible.

Ozone is a major pollutant and Western Sydney, Campbelltown in particular, suffers the worst ozone pollution.

Major components of ozone are generated in eastern Sydney and drift west. Previous environment departments have spoken about the need for an eight-hour standard concentration and goal for ozone (DECCEW, 2010, State of Knowledge: Ozone).

The Office of Environment and Heritage (OEH) needs to provide information about the value of this standard and on the impact of new motorways on that level. This should be required to be included in the EIS.

Unreliability of data and lack of clarity

The Air quality data provided in the EIS is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.

I do not believe that the air quality studies are reliable as they are dependent on the traffic studies which are fundamentally flawed and have not included sufficient modelling of impacts on local roads.

I believe the EIS underestimates the traffic and therefore the pollution on local roads. It also fails to take sufficient account of impacts on residents at Haberfield and St Peters who after living with years of construction emissions and dust will then be exposed to traffic near the portals.

Both the traffic studies and the air quality studies should be independently assessed and verified before any approval of this project. The review should be public and itself open to public submissions and evidence.

I object to the fact that each Westconnex stage is being assessed separately so there is never any accurate assessment of cumulative impacts or an assessment of the overall benefit (if any) of the WestConnex toll road. At a political level, the NSW government may have seen it as desirable to keep adding tollways but NSW Planning should in the public interest adopt an independent approach and reject this EIS.

This EIS lacks critical information about plans, contains many uncertainties and identifies many risks but not how they will be resolved. I strongly urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, [REDACTED]

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Please reply to [REDACTED] at [REDACTED]

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[REDACTED]

From: [REDACTED]
Sent: Tuesday, 26 September 2017 3:55 PM
To: [REDACTED]
Subject: FW: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Hi team,

Please see below addressed to the secretary.

Regards,
[REDACTED]

[REDACTED]



Planning &
Environment

From: [REDACTED] [mailto:campaigns@good.do]
Sent: Tuesday, 26 September 2017 3:38 PM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

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To approve this concept on the basis of so little information would expose thousands of residents to danger and a further huge blow out in construction costs. These costs would be added to the tolls that millions of motorists and truck drivers will pay for decades to come. This will create an intolerable economic burden on the people of Sydney.

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The business case for this project, which depends on the payment of tolls, is looking very shaky. The EIS does not engage with the critical review by SGS Consulting of the 2015 Updated Business case or with the City of Sydney's assessment that the Cost Benefit Ratio might be lower than 1:1.

The impact of rat running on local streets which is already a well-publicised issue with respect to the M4 widening, is not properly addressed. This is a direct and long-term impact of the project. There is no proper analysis of the impact of tolls or discussion of what enforceable obligations would be placed on the NSW government to address this issue.

Rozelle would also be the site of an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I object to unfiltered stacks. I cannot understand why if the NSW government is spending so many billions of dollars, it cannot afford to filter the stacks. I completely reject that statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks.

This EIS has so many uncertainties and contains so little information that it should not even be accepted as an EIS. On important issues like impact on groundwater or risks of flooding, the EIS contains so little detail that it does not even meet the standards expected of an EIS. Details are postponed until after a construction consortium is chosen. Only then will risks properly be identified. At that stage, Councils and the public will have no right to information or feedback.

The proposal for a drive-site on Darley Road is opposed by the Inner West Council, its traffic planners and the independent engineer appointed by the Council. The plan to run 170 heavy and light vehicle movements a day into a known accident blackspot is unfathomable. There is no detail in the EIS as to how this impact will be managed so that the community is not at risk.

The WRTM model used for the traffic analysis has been found by independent research analysts to be deeply flawed. It has not been publicly released, which has made it impossible for its assumptions to be tested. I am concerned that a traffic model that is being used for such a huge public infrastructure project should not be regarded as "commercially in confidence."

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead. Haberfield that would have by 2023 endured 8 years of destruction and construction impacts would be also extremely congested near portals. The overlap in construction projects (up to 12 months) rates a two-sentence mention in the EIS. There is no analysis of this impact in the EIS, not any detail of the areas affected – and therefore no proposed mitigation.

I am disappointed that the consultants did not do any actual research into the impacts on communities of the construction of the M4East and New M5. The term 'construction fatigue' is not adequately explained or assessed by consultants who are biased towards construction. I ask that you travel to St Peters and Haberfield and talk to residents – ask them if the impacts have been acceptably managed.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases, it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is absurd to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

I object to the fact that each Westconnex stage is being assessed separately so there is never any accurate assessment of cumulative impacts or an assessment of the overall benefit (if any) of the WestConnex toll road. At a political level, the NSW government may have seen it as desirable to keep adding tollways but NSW Planning should in the public interest adopt an independent approach and reject this EIS.

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This EIS lacks critical information about plans, contains many uncertainties and identifies many risks but not how they will be resolved. I strongly urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

This project is not the answer to Sydney's traffic problems. It's such a waste of money!

Yours sincerely, [REDACTED]

_____ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED] at [REDACTED]

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From: [REDACTED] <campaigns@good.do>
Sent: Thursday, 12 October 2017 8:18 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

I object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it. This EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed.

The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street would greatly increase during the construction period and also be greatly increased if Stage 3 were ever completed. It states that Stage 3 would do nothing to improve traffic congestion in the area, in fact it will add to the problem. Many of these areas are already congested at peak times. Even the EIS recognises that this would have a negative impact on the local area as more and more people try to avoid the congestion by using rat runs through local streets.

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

I object to the use of Darley Rd, Leichhardt as a dive site. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges and anyone who have driven there knows, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis cannot be approved.

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

We are also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of much more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. I am appalled that these odours are predicted to possibly continue if Stage 3 is approved. No community should be treated in this manner.

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So we will have to put up with the exhaust from the tunnels and the additional car emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

I am also concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection. The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner Council Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site 9 James St and City West Link, based on TfNSW's own data, is the third most dangerous intersection in the inner west. Despite that, SMC wishes to bring in 100 heavy vehicle movements a day, plus an additional 70 light vehicle movements. There have been two fatalities directly out front the proposed site and it belied belief that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

This is an insane proposal and should be immediately reviewed.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish, my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, [REDACTED]

_____ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED] at [REDACTED]

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: [REDACTED] <campaigns@good.do>
Sent: Friday, 13 October 2017 8:09 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

There needs to be a major investigation into this flagrant abuse of the way NSW planning principles have been flouted for the whole of Westconnex and particularly Stage 3.

I agree with the Inner West Council that the NSW government's decision to release the WestConnex Stage 3 EIS just days after the end of the consultation period on the Concept Design "short-changed the inner west community." We would add that it shortchanges all of those who will depend on transport in Sydney in the future.

The EIS is based on an indicative design and has insufficient detail for the impacts to be properly assessed and addressed, and the public consultation has been woefully inadequate.

The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. This means the community will have limited say in the management of the impacts identified in the EIS. The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions .

I object to geo-technical investigative drilling in Simpson Park, St Peters and I'm very upset about the loss of green spaces that #WestCONnex is going to cause across all three of it's stages.

I object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it. This EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed.

The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street would greatly increase during the construction period and also be greatly increased if Stage 3 were ever completed. It states that Stage 3 would do nothing to improve traffic congestion in the area, in fact it will add to the problem. Many of these areas are already congested at peak times. Even the EIS recognises that this would have a negative impact on the local area as more and more people try to avoid the congestion by using rat runs through local streets.

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks. I am a resident in St Peters and I simply do not believe what I have been told by SMC air quality consultant that the toxic fumes will just disappear-to where?

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts

will be built near any school.” in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

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Yours sincerely, [REDACTED]

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Please reply to [REDACTED] at [REDACTED]

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for [REDACTED] (object)
Attachments: 228375_JDW M4M5 EIS submission WestCONnex_2017Oct16_2330.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 16 October 2017 11:32:08 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for [REDACTED] (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

Please consider all the points I have raised and address them fully before approving this awful project.

Please see my uploaded submission.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

https://majorprojects.accelo.com/?action=view_activity&id=228375

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

Attention Director
Infrastructure Projects, Planning Services
Department of Planning and Environment
Application number SSI 7485
GPO Box 39 Sydney NSW 2001

**Submission to WestConnex New M4/M5 EIS, project number
SSI 16_7485**

I am writing this objection as someone who is directly impacted by WestCONnex (I live in St Peters) as a member of WestCONnex Action Group I have spoken with many, many people who have been impacted already by this terrible project and the information for my submission comes from my own research and conversations I have had with others in the community.

My family have already experienced significant stress and economic hardship-we have been required to move homes temporarily to avoid our young son going to St Peters Public School in Jan 2017 because I was not happy with the response from the NSW education department that during the demolition of homes in St Peters there was not a risk that my son's health when attending the school would not be impacted.

Whilst I do object to the whole project (and have previously submitted objections to the NewM5) as a complete waste of tax payer's money which will not solve Sydney's traffic problems. In fact, I believe it will make Sydney a worse place to live-for health, air quality and levels of stress experienced by the communities impacted by WestCONnex and those broader communities in Western Sydney and South West Sydney.

I object to specifically to the M4-M5 for the following reasons and I would like the DoPE to address my concerns with consideration;

St Peters

Other areas

Cumulative impacts

Road tolling

Construction Fatigue

Economic aspects

Stress and Anxiety

Green Space

Property Acquisitions

Visual Changes

Changes in the Community

Equity

Air Pollution costs, ventilation stacks and St Peters and other areas

Specifically, regarding St Peters:

Campbell St and Campbell Rd has lost all of its houses and other buildings to the re-alignment works to take traffic down to the St Peters Interchange, which is being built on an old toxic rubbish dump. Seeing neighbours' homes demolished was wrenching and on top of that has been the noise, the dust and traffic and night work in case the daylight disruption wasn't enough. None of this has been reflected in the 'cumulative impacts' assessment in the EIS for

which there has been no actual assessment at all of the experience of residents during the Stage 2 New M5. This adds to the injury already done.

St Peters Primary School is across Simpson Park in St Peters Street. There's a zebra crossing to the school's street the local parents use to walk their children to school, past the demolitions. I can only imagine what it has been like for children seeing the homes of their neighbours knocked down in front of them. But that is not the worst of the story of WestConnex for our neighbourhood.

Cumulative impacts

The assessment of noise contained within the EIS does not discuss existing aircraft noise and potential future airport expansion in any detail, and how this relates to cumulative impacts in the proposal area. Aircraft and airport noise is already a significant aspect to the existing environment, particularly in St Peters, Sydenham and Tempe, and consideration of cumulative impacts between the proposal and the airport should be included as both are within the purview of the Government.

Long term impacts on St Peters and surrounds:

“St Peters interchange and surrounds are forecast to experience increased congestion and delays during the PM peak. The forecast in traffic growth for the St Peters interchange and surrounds is expected to cause delays and increase congestion for users. Negative socio-economic impacts associated with delays and congestion include reduced safety, health impacts, reduced amenity and community cohesion. The associated socio-economic impacts at St Peters would be medium-long term and would have the capacity to affect a large number of people and businesses across the Greater Sydney Region. Variances from the existing baseline environment would be large and socio-economic impacts would be possible. Therefore, the significance of effect is considered

to be moderate negative.” This is from the EIS At 8-4 in Appendix P

So in 2033 after the investment of a minimum of \$17 billion plus all the extra billions for other projects that are assumed to have been completed in this EIS, we learn that traffic congestion at St Peters, Haberfield and Rozelle will remain a costly problem in health, economic and social terms, not just locally but across the Sydney region.

The only answer offered is yet another traffic study or ‘Road Network Performance Review’ to be carried out by RMS in consultation with Councils and other measures to deal with congestion. So while drivers on the WestCONnex would be paying tolls to pay to the tollways company for the M4M5, the tax payer would still be paying to construct more roads near the portals. NSW Planning officers must surely ask themselves whether it is not time to pull the plug on this disastrous regime of road planning in NSW.

Air Pollution

Costs of Air pollution

The health costs of outdoor air pollution in Australia are up to \$8.4 billion a year. The health costs of particulate pollution in the Sydney Greater Metropolitan Area is around \$4.7 billion a year.

The project will not solve traffic congestion, it will in fact encourage the use of cars and trucks in Sydney and dot inner Sydney with unfiltered pollution stacks. This will all add to health costs.

NSW should be seeking to lower pollution levels as much as possible but pursuing sustainable transport alternatives.

No Safe levels of PM 2.5

Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Particulate matter is linked with asthma, lung Disease, cancer and stroke.

Unfiltered pollution stacks pose unacceptable risk to Sydney's residents

We completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area as is proposed for the Rozelle Interchange.

We are particularly concerned that schools would be near such unfiltered stacks. The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister (and former Planning Minister) Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

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Annandale, Haberfield, Rozelle, Lilyfield and St Peters will be exposed to unacceptable health risks. With four unfiltered emissions stacks in Rozelle, two in Haberfield (one each for the M4 East and New M5) and two in St Peters, along with a large number of exit portals, residents of these area will suffer greatly from direct exposure to poisonous diesel particulates.

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This is negligent when you consider that the World Health Organisation in 2012 declared diesel particulates carcinogenic.

Air Pollution – St Peters

I do not believe that the air quality studies are reliable as they are dependent on the traffic studies which are fundamentally flawed and have not included sufficient modelling of impacts on local roads.

Both the traffic studies and the air quality studies should be independently assessed and verified before any approval of this project. The review should be public and itself open to public submissions.

The additional unfiltered exhaust stack on the north-west corner of the St Peters interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields.

St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south-western and north-western corners of the interchange and near congested roads. This is utterly unacceptable.

St Peters will have large volumes of vehicles accelerating and decelerating as they enter and exit tunnels and access roads, next to proposed playing fields. This will be complicated by emissions stacks located in the Interchange – meaning that pollution from the interchange will be supercharged by the emissions from the stacks.

The EIS states that ‘the ventilation outlets would be designed to “effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality.” Details of the impacts on air quality need to be provided in an accessible way so that the residents and experts can

meaningfully comment on the impacts. Even small increases in PM 2.5 are not acceptable.

Three ventilation stacks for St Peters

St Peters' three-level interchange is down the hill. There will be a massive double ventilation exhaust stack on the south-western corner of the interchange for the new M5 from Kingsgrove. For the stage 3 of WestConnex (M4-M5 link) we now discover there will another huge ventilation stack for the exit and entries for the tunnels under Newtown to Haberfield and Rozelle on the north western corner of the site.

St Peters School would be "neatly" triangulated between the two sets of stacks which rise up above the Princes Highway. The prevailing winds in our neighbourhood are from the east, so the exhaust from the stacks will blow over the school whether the wind is coming from the south or the north.

Property acquisitions

The design of the project has been developed to minimise the need for surface property acquisition and impacts on other residential and open space areas. There would, however, be a number of property acquisitions as well as other temporary and permanent impacts on land use associated with the project.

The acquisition and relocation of households and businesses due to property acquisition can disrupt social networks and affect health and wellbeing due to raised levels of stress and anxiety. This includes increased levels of stress and anxiety during the process of negotiating reasonable compensation. The purchase of a new home and moving house can be one of the most significant events in a person's life. Both a house and a workplace are central to daily routine with the location of these premises influencing how a person may travel to/from work or study, the social infrastructure and businesses they visit and the people they interact with.

All acquisition required for the project would be undertaken in accordance with the Land Acquisition (Just Terms Compensation) Act 1991 (NSW), the Land Acquisition Information Guide (NSW Government 2014) and the land acquisition reforms announced by the NSW Government in 2016 (NSW Government, 2016), which can be viewed online.¹ Relocation and some other categories of expenses would be claimable under this Act.

Green space

Green space within urban areas includes green corridors (paths, rivers and canals), grassland, parks and gardens, outdoor sporting facilities, playing fields and children play areas. A review of international epidemiological studies shows a positive relationship between green space and health and wellbeing (de Vries et al. 2003; Health Scotland 2008; Kendal et al. 2016; Maas et al. 2006; Mitchell & Popham 2007). The outcomes of these studies did depend on the quality of the available green space. They showed that green space areas in low socio-economic areas often had poor facilities, higher levels of graffiti, vacant/boarded up buildings and lower levels of safety. These studies showed that such spaces had few health benefits.

The health benefits of green space in urban areas include the following (Health Scotland 2008; Kendal et al. 2016; Lee & Maheswaran 2011):

- • Green space areas that include large trees and shrubs can protect people from environmental exposures associated with flooding, air pollution, noise and extreme temperature (by regulating microclimates and reducing the urban heat island effect)
- • Reduced morbidity
- • Improved opportunities for physical activity and exercise. The benefits depend on a range of factors including the distance, ease of access, size of green space, location in relation to connectivity to residential or workplace areas, attractiveness, available facilities (particularly where used by specific sporting

clubs) and multi-use (ie including children play areas, gardens, seating, sporting facilities that can be used by a wide range of the community for different purposes)

- • Improved mental health and feelings of wellbeing, particularly lower stress levels
- • Improve opportunities for social interactions.

Green space areas in urban areas may also present some hazards, such as attracting anti-social behaviours (particularly in isolated areas), providing areas for drug or sexual activity and unintentional injuries from sports or use of playground equipment. It has also been found that individuals from ethnic or minority groups and those with disabilities are less frequent users of green spaces (Health Scotland 2008; Kendal et al 2016; Lee & Maheswaran 2011).

There are a number of sporting/recreational facilities and parks in and around the project footprint that include sporting fields, playgrounds, parks and reserves. The project has been designed to minimise impacts on existing recreational facilities. This is of particular note for the Glebe foreshore, the Bay Run and Easton Park.

Following completion of the construction works it is proposed that the Rozelle Rail Yards would be developed as open space that includes a constructed wetland and additional pedestrian and cyclist infrastructure. This improved open space area would provide the community at Rozelle with increased opportunity for active recreation, potentially improving health. This open space would also connect surrounding communities to Rozelle through the extension of green space between Bicentennial Park and Easton Park. Additional opportunities for open space would be created at Rozelle near the Iron Cove Link portals. The development of these areas of open space would be detailed through an urban design and landscape plan (UDLP).

Changes in community

Roads and motorways can divide residential communities and hinder social contact. The presence of busy roads inhibits residents from socialising and children from playing, or accessing nearby

recreational areas. Heavy traffic also affects child development (WHO 2000b). Children learn how to make responsible decisions, how to behave in different situations and develop a relationship with their environment and community through independent mobility. Where children have the opportunity to be able to play in local streets or safely access local parks they have been found to have twice as many social contacts as those where such activities are prevented by heavy traffic.

Social connectedness and relationships are important aspects of feeling safe and secure. Streets with heavy traffic have been associated with fewer neighbourhood social support networks and has been linked to adverse health outcomes (WHO 2000b).

Any temporary and permanent changes to the access to social infrastructure, community resources or to other desirable locations (such as employment, study, friends and family) and safety to movement may affect community networks and in turn trigger community severance.

Community severance effects often occur during major transportation projects due to detours in the local road network, changes to active and public transport routes, and connector roads receiving an increase or decrease in traffic movements. The changes to the road networks particularly along City West Link, Victoria Road, The Crescent, Lilyfield Road and Darley Road may contribute to feelings of community severance and disconnection.

Construction of the project would include the removal of two pedestrian bridges across Victoria Road and City West Link which are popular for both recreational and commuter pedestrian and cyclist traffic. The removal of these bridges, despite the temporary alternatives, may reduce community cohesion and sense of access to place. These connections provide important access to Rozelle Bay and through to the Glebe foreshore walkways. The civil site at The Crescent would also temporarily reduce the connection for pedestrian and cyclists to the Glebe foreshore walkways for residents of both Rozelle and Annandale.

Visual changes

Visual amenity can be described as the pleasantness of the view or outlook of an identified receptor or group of receptors (eg residences, recreational users). Visual amenity is an important part of an area's identity and offers a wide variety of benefits to the community in terms of quality of life, wellbeing and economic activity. For some individuals, changes in visual amenity can increase levels of stress and anxiety. However, these impacts are typically of short duration as most people adapt to changes in the visual landscape, particularly within an already urbanised area. As a result, changes in visual amenity are not expected to have a significant impact on the health of the community.

During construction, visual amenity in and around the project footprint has the potential to be affected by factors such as the removal of established vegetation, the installation of construction hoardings and/or the visual appearance of construction sites. Further factors may include the alteration of view corridors to heritage, open space, water bodies or the city skyline.

The operational project would include changes to local visual amenity due to the presence of new and amended infrastructure, landscaping (which includes changes to landform and planting of vegetation) and urban design features.

The urban design and landscape works that would be carried out by the project would be documented in a UDLP. A UDLP would be prepared in consultation with stakeholders and the community prior to the commencement of permanent built surface works and/or landscape works and would present an integrated urban design for the project.

A detailed review and finalisation of architectural treatment of the project operational infrastructure, including ventilation facilities, would be undertaken during detailed design. The architectural treatment of these facilities would be guided by ventilation facility performance requirements, the outcomes of community

consultation and the urban design principles identified in Chapter 13 (Urban design and visual assessment).

Landscaping works would be carried out adjacent to disturbed areas, around operational infrastructure (such as ventilation facilities), and in areas of new open space that would be provided at the Rozelle Rail Yards and adjacent to Victoria Road at Rozelle. Areas where permanent operational infrastructure is proposed have been reviewed against the urban design principles developed for the project, which are outlined in Chapter 13 (Urban design and visual assessment).

Equity

The health effects associated with impacts related to transport projects are not equally distributed across the community. Groups at higher risk, or more sensitive to impacts, include:

- • Elderly
- • Individuals with pre-existing health problems
- • Infants and young children
- • Individuals with disabilities
- • Individuals who live in areas of higher levels of air or noise pollution.

Often impacts can accumulate in the same areas, which may already have poorer socio-economic and health status, most commonly due to the affordability of housing in areas that are closer to main roads, industry or rail infrastructure.

Disadvantaged urban areas are commonly characterised by high traffic volumes, higher levels of air and noise pollution, feelings of insecurity and lower levels of social interactions and physical activity in the community.

To further evaluate potential equity issues associated with the project, the location of impacts identified in relation to air quality, noise and traffic were reviewed individually and in combination, in

conjunction with available information on the location of sensitive community groups.

In many urban areas housing prices are lower along main roadways. The median house prices in the study area are variable; however in most areas they are consistent with the Sydney average. Some public housing is located in the study area; however, these properties are mixed in with privately owned property such that there are no specific areas with higher populations of public housing tenants. Hence there are no social equity issues identified in relation to the change in air quality in the local community.

There are no areas identified in the local community where the combined impact from changes in noise and air quality would be different from the conclusions presented for the individual assessment of air quality and noise impacts.

Suburbs in the study area that, based on the 2011 census data, are slightly more disadvantaged (in relation to the Socio-Economic Index for Areas (SEIFA)) include Glebe, Eveleigh and Marrickville, as well as populations in the Canterbury area. There are no project related air quality or noise impacts (including during cumulative scenarios) that are of significance in these areas. Impacts on human health in these areas would be lower than predicted for the maximum impacted individuals.

Residents located adjacent to a number of key surface roads, particularly City West Link, Parramatta Road, Princes Highway, part of Victoria Road at Rozelle, Southern Cross Drive and the M5 Motorway

would benefit from reduced traffic volumes, potentially improved traffic and pedestrian safety, and improvements (albeit small and not measurable) in air quality and noise.

Economic aspects

The construction expenditure of the project would be of significant benefit to the economy. This expenditure would inject economic

stimulus benefits into the local, regional and state economies. Ongoing or improved economic vitality is of significant health benefit to the community, as described below.

Employment opportunities would grow in the region through the potential increase in business customers and through the increase in demand for construction workers. The increase in demand for labour may increase wages in the region, particularly for construction workers, who would be in high demand.

The acquisition and relocation of some businesses can result in impacts on local economies. In addition, changes to access during construction may also adversely impact on some local businesses. To minimise these impacts the project would include development of a Business Management Strategy (refer to Appendix P (Technical working paper: Social and economic) for a detailed description of what this would entail).

Freight and commercial vehicle movements are an important component of the economy. Numerous industries are dependent upon efficient transport to service operational requirements. Transport for NSW estimated that freight and logistics contributed \$58 billion to NSW State Gross Product (GSP) in 2011. This represented 13.8 per cent of NSW GSP at the time.

An objective of the M4-M5 Link project is to encourage heavy and commercial vehicle movements into the tunnel, increasing efficiencies and reducing 'freight costs through increased travel speeds and reliability and reducing the distances travelled by freight vehicles'.

The transport and traffic modelling conducted for the project highlighted that there could potentially be substantial benefits for freight and commercial vehicle movements during the operation of the M4-M5 Link. The subsequent effects of the operation of the M4-M5 Link on business productivity include:

- • Reduced cost of commercial and freight movements

- Increased productivity from reduced congestion and travel times for commercial and freight movements
- Increased economic output as a result of increased efficiency in freight and commercial vehicle movements.

The modelling determined that a significant number of freight vehicles diverted from surface roads into the project tunnels with an expectation of travel time savings. This in turn would improve travel times on existing major arterial surface roads such as Victoria Road, Parramatta Road and the Princes Highway for commuters and light commercial vehicles.

Road tolling

The social and economic impacts associated with a new toll road are diverse and far ranging, with the level of the effect being related to which road users are targeted and the amount charged.

The implementation of road tolls can have direct impacts on travel times, reduced emissions and traffic accidents, as well as other less direct impacts on social inequality, company movements, and effects on the regional/national economy which are more difficult to quantify and are generally documented qualitatively.

A potential impact of tolling is the increase in congestion volumes on surrounding roads as a result of toll avoidance (ie 'rat-running'). The use of a toll road can also increase the cost of living and can exacerbate social inequality. Specifically, the impact of toll roads on households can be assessed as a function of household income, urban spatial structure, and available mobility choices. Depending on the travel routes of individuals, and the individual economic situation, there may be a proportion of the population that would avoid the use of tollways due to affordability.

Funding of WestConnex, as proposed in the WestConnex Updated Strategic Business Case (Sydney Motorway Corporation 2015),

assumes a distance based toll would be implemented on operation of each component project. Distance based tolling means that motorists would only pay tolls for the sections of the motorway they use. The proceeds of the toll on each component project once operational would be applied to fund the construction of other components of the WestConnex program of works. A maximum toll for the use of the M4-M5 Link would be \$6.50 (2017 dollars). Tolls for the entire WestConnex motorway would be capped at a maximum amount of \$8.60 (2017 dollars) for cars and light commercial vehicles and a distance of around 40 kilometres. This would provide significant time and cost savings for motorists. Cars and light commercial vehicles would pay one third of the toll for heavy commercial vehicles. Tolls would escalate up to a maximum of four per cent or the consumer price index (CPI) per year (whichever is greater) until 2040. After that, CPI would apply.

The project would enhance the benefits of the WestConnex program of works for travel between western Sydney and the Sydney CBD. For example, a person driving a car in 2017 from Penrith to the Sydney CBD currently has the option of travelling along the M4 Motorway, which ends at Concord, and then would need to travel on the congested surface road network to the Sydney CBD. An alternative route between Penrith and the CBD using the M4 Motorway, WestLink M7, the Hills M2 Motorway, Lane Cove Tunnel and the Sydney Harbour Bridge or the Sydney Harbour Tunnel would cost around \$22.00 in tolls (\$2017) and is a distance of around 55 kilometres. After opening in 2023, the project would provide a journey using the M4 Motorway straight through to Anzac Bridge, via the M4-M5 Link, for a toll capped at \$8.60 (2017 dollars) and a distance of around 40 kilometres. This would provide significant time and cost savings for motorists.

The magnitude of tolls proposed for the project, including consideration of toll avoidance, has been factored into the traffic modelling, and subsequent air quality and noise modelling, and hence impacts on the health of the community have been considered.

Construction fatigue

Construction fatigue relates to receptors that experience construction impacts from a variety of projects over an extended period of time with few or no breaks between construction periods. Construction fatigue typically relates to traffic and access disruptions, noise and vibration, air quality, visual amenity and social impacts from projects that have overlapping construction phases or are back to back.

As a professional social worker, I also believe that members of the community are experiencing undue stress in dealing with concerns of community members.

St Peters: construction activities associated with the New M5 and the M4-M5 Link would result in exposure to construction noise for longer periods of time. Areas affected are:

- Adjacent to Campbell Road.

Other areas that concern me are Rozelle, Ashfield and Haberfield

Kingsgrove, Haberfield and St Peters have seen some of the worst of this and in these locations compaliants to the joint contractor for WestCONex are still being handled badly-how can that bode well for this final stage of this dreadful project.

In these areas, additional mitigation measures are recommended that include optimising the design of acoustic sheds, noise barriers/hoarding and management measures and at-receptor noise mitigation (where required), to address these longer duration noise impacts.

Stress and anxiety issues

A number of changes within the community have the potential to affect levels of stress and anxiety. Some changes may result in a lowering of feelings of stress and anxiety while there are others that may result in higher levels within the community or individuals, depending on personal circumstances. In addition, construction

fatigue from overlapping and consecutive infrastructure projects and ongoing urban developments may result in elevated levels of stress and anxiety for extended periods of time. This is discussed in more detail in Appendix K (Technical working paper: Human health risk assessment) and in Chapter 26 (Cumulative impacts).

Chronic and persistent negative stress, or distress, can lead to many adverse health problems including physical illness and mental, emotional and social problems. Response to stress would vary between individuals with genetic inheritance and personal/environmental experiences of importance (Schneiderman, Ironson & Siegel 2005).

An acute stressful event results in changes to the nervous, cardiovascular, endocrine and immune systems, more commonly known as the 'fight or flight' response (Schneiderman, Ironson & Siegel 2005). Unless there is an accident or other significant event, such acute stress events are not expected to be associated with construction or operation of the project.

For shorter-term events, stress causes the immune system to release hormones that trigger the production of white blood cells that fight infection and other disease-fighting elements. This response is important for fighting injuries and acute illness. However, this activity within the body is not beneficial if it occurs for a long period of time. Hormones released during extended or chronic stress can inhibit the production of cytokines (the messengers that allow cells to talk to each other to fight infection), lowering the body's ability to fight infections. This makes some individuals more susceptible to infections, and they may also experience more severe infections. It can also trigger a flare up of pre-existing autoimmune diseases (which are a range of diseases where the immune system gets confused and starts attacking healthy cells) (Mills, Reiss & Dombeck 2008; Schneiderman, Ironson & Siegel 2005).

Other physiological effects associated with chronic stress include (Brosschot, Gerin & Thayer 2006; McEwen, Bruce S. 2008; McEwen, B. S. & Stellar 1993; Mills, Reiss & Dombeck 2008; Moreno- Villanueva & Bürkle 2015):

- • Digestive disorders, with hormones released in response to stress causing a number of people to experience stomach ache or diarrhoea, with appetite also affected in some individuals (resulting in under-eating or over-eating)
- • Chronic activation of stress hormones can raise an individual's heart rate, cause chest pain and/or heart palpitations and increase blood pressure and blood lipid (fat) levels. Sustained high levels of cholesterol and other fatty substances can lead to atherosclerosis and other cardiovascular disease and sometimes a heart attack (Pimple et al. 2015; Seldenrijk et al. 2015)
- • Cortisol levels, released at higher levels with stress, play a role in the accumulation of abdominal fat, which has been linked to a range of other health conditions
- Stress can cause muscles to contract or tighten, causing tension aches and pains (Ortego et al. 2016).

Some individuals respond to elevated levels of stress by taking up or continuing unhealthy stress coping strategies such as smoking, drinking or overeating, all of which are associated with significant health risks.

Chronic levels of stress have also been found to cause or exacerbate existing mental health issues, including mood disorders such as depression and anxiety, cognitive problems, personality changes and problem behaviours. It can also affect individuals with pre-existing bipolar disorders.

More generally, it must be noted that urbanisation, or increased urbanisation, regardless of specific projects has been found to affect levels of stress and mental health (Srivastava 2009). These impacts are greater where there is urbanisation without improvements in infrastructure to improve equitable access to employment and social areas/communities (Srivastava 2009). The role of either acute or long-term environmental stress on the health of any community, in general and for specific project(s), including the WestConnex projects, cannot be quantified.

There are a wide range of complex factors that influence health and wellbeing, specifically mental health. It is not possible to determine

any specific outcomes that may occur as a result of a specific project, or number of projects. However, it is noted that within any urban environment there would be a wide range of stressors present from infrastructure projects as well as other urban developments that may or may not contribute to the health effects outlined above.

[REDACTED]

[REDACTED]

[REDACTED]

I declare that I have not made any reportable political donations in the last financial year.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Submission to:

Name:.....

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Signature:.....

Attn: Director – Transport Assessments

Please **include** my personal information when publishing this submission to your website

Declaration : I **HAVE NOT** made any reportable political donations in the last 2 years.

Application Number: SSI 7485

Address:.....

Application Name: WestConnex M4-M5 Link

Suburb:Postcode.....

❖ The Project will have significant impacts on the streets near on- and off-ramps. Modelling shows that the Anzac Bridge will have 60% more traffic in 2033 because of the Project.

❖ The modelling does not consider the latest plans from the NSW Government's Greater Sydney Commission despite them being released nine months ago.

❖ The management of water in the Rozelle Yards is of great concern as the site is highly contaminated and the construction work that will be carried out will cause a great deal of disturbance especially once vegetation has been removed. There will be potential impacts from contaminated soils, leakage/spills of hydrocarbons and other chemicals from machinery, vehicles transporting spoil adjacent to roads and stormwaters, rinse water from plant washing and concrete slurries. Water from tunnelling activity and other works will also introduce contaminants. The EIS says that much of this water will be treated in temporary treatment facilities and sediment tanks before being released to Whites Creek and Rozelle Bay. The EIS does not disclose what levels of pollution controls will be implemented to make sure that contaminated water is not released into White's Creek or Rozelle Bay. This is not acceptable.

❖ Residents of Haberfield should not be asked to choose between two construction sites. This

smacks of manipulation and a deliberate attempt to divide a community. Both choice extend construction impacts for four years and severely impact the quality of life of residents. NSW Planning should reject the impacts on Haberfield as unacceptable. (page 106)

❖ The EIS acknowledges that impacts of construction should M4M5 get approval will worsen traffic congestions on Parramatta Rd. In these circumstances it would be outrageous for motorists to be asked to pay up to up to \$20 a day in tolls. I object to the fact that this is not considered or factored into the traffic analysis.

❖ There are two areas in the Rozelle Rail Yards site where construction will be by cut and cover. These are the Portals for the Western Harbour Tunnel and the Portals for the M4/M5 link. This is of particular concern in the light of residents experiences in areas of Haberfield and St Peters where highly contaminated land areas were being disturbed. There was totally inadequate control of dust in these areas, where the dust would have been loaded with toxic chemical particulates. The old Rail Yards are highly contaminated land from their past use. The EIS gives no specific details of how this highly toxic threat is going to be securely managed. It is not acceptable for this to be decided only when the Construction Contracts have been issued, when the community will have no say or control over the methodology to be employed for removing vast amounts of contaminated spoil.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director
Application Number: SSI 7485

Infrastructure Projects, Planning
Services,
Department of Planning and
Environment
GPO Box 39, Sydney, NSW, 2001
Application Name:
WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

Address: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

..... Please
include my personal information when publishing this submission to your website. I HAVE NOT
made reportable political donations in the last 2 years.

I submit my objection to the WestConnex M4-M5 Link proposals for the reasons stated below, and request the Minister reject the application entirely, and cause the proponents to reissue an EIS that is based on a fully researched, developed, and budgeted concept design, and require the proponents to prepare a new business case against that design.

- ◇ A review of RMS traffic counts on numerous arterial routes within the 'sphere of influence' of the Project have shown no growth in traffic since 2006. During this period Sydney's population (as measured by the Greater Capital City Statistical Area) has grown at a rate of 1.5% per annum on average. Roads measured:

- Parramatta Rd at Ashfield (station 25002), Leichhardt (station 20012), Five Dock (station 30005) and Annandale
- ANZAC Bridge (station 20001)
- Anzac Parade Moore Park (station 03022 b/w 2008 and 2017)
- Cleveland Street (station 03022)
- Sydney Harbour Tunnel (station 01003)
- O'Riordan Street (station 02309)
- Sunnyholt Road Blacktown (station 69198)
- General Holmes Drive Brighton-Le-Sands (station 23055)
- King Georges Rd Roselands (station 24026)

- ◇ For example The St Peters / Sydney Park Interchange will overload the Mascot road network. As a result traffic levels were reduced to fit the modelling.
- ◇ It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and

substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.

- ◇ Rozelle Rail Yards and Rozelle Civil Site. It is clear that the most highly affected area of Stage 3 will be the Rozelle area and the massive and hugely complex Rozelle interchange. The suggestion that Westconnex is capable of building this is highly questionable. Nothing like this has been built anywhere else in the World. Considering the simple problems of dust management, noxious gasses and the handling of toxic materials like asbestos that have been so inappropriately dealt with on Stages 1 and 2 by Westconnex this intersection of Stage 3 is a disaster waiting to happen and should definitely not be allowed to proceed without a massive investigation. What has been shown in the EIS is totally inadequate for this project to be allowed to proceed.

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| | |
|--|--|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: [REDACTED] |
| | Address: [REDACTED] |
| Application Number: SSI 7485 | Suburb: [REDACTED] Postcode [REDACTED] |
| Application Name: WestConnex M4-M5 Link | Signature [REDACTED] |
| Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons, and request the Minister reject the application.

- The EIS notes that an 'Operational Traffic Performance Review' will be undertaken at 12 months and five years after the M4-M5 Link is open to consider the need for "post-opening mitigation measures" (Page 223, Chapter 9.8, Appendix H). I object to this approach as it is contrary to the requirements of the EIS process and reflects a clear admission on the part of the NSW Government that:
 - It has no confidence in the traffic modelling process to predict to any reliable extent the likely impacts of the Project;
 - It is unable or unprepared to describe the true impacts of the Project on the people of NSW;
 - It has not considered or budgeted for the potentially significant additional roadworks required to address the impacts of the Project (or the need for road upgrades to feed toll-paying drivers to WestConnex).
- The EIS states that the risk of ground settlement is lessened where tunnelling is more than 35m (EIS Vol 2B App E p1). Yet the depths of tunnelling in streets leading to and around the Inner West Interchange are astonishingly low, eg John St at 22m, Emma St at 24m, Hill St at 28m, Moore St 27m, Piper St 37m, (Vol 2B Appendix E Part 2), Catherine St at 28m (Vol 2B Appendix E Part 1) - homes would indisputably sustain damage or cracking at these depths.
- Concentrations of some pollutants PM_{2.5} and PM₁₀ are already near the current standard and
 - in excess of proposed standards (p9-81, p9-93). It is critical to note that these particulates are a classified carcinogen and are known to have critical, and at times fatal, consequences if elevated. People living within 500 metres of heavily affected areas have demonstrably shorter lives, much higher incidences of chronic lung conditions and higher levels of cardiovascular diseases.
- I object to the whole WestConnex project and Stage 3, the M4-M5 Link in particular, because I object to paying high tolls to fund a road project that does not benefit Western Sydney.
- The modelling conclusions are internally inconsistent. There is an assumption that traffic would dissipate at the edge of the motorway with no negative impacts on the CBD, Mascot and Alexandria. However there is also an assumption that additional roads would be needed to cope with said traffic.
- Given that the modelling for air quality is based on the traffic modelling, which, as shown above, is fundamentally flawed, and given poor air quality has a significant health impact the EIS should not be approved until an independent scientifically qualified reviewer has analysed the stated air quality outcomes and identified any deficits

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I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Submission to:

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Planning Services,
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GPO Box 39, Sydney, NSW, 2001

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Attn: Director – Transport Assessments

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Application Number: SSI 7485

Address:.....

Application Name: WestConnex M4-M5
Link

Suburb:Postcode:.....

⇒ I do not accept that King Street traffic congestion will be improved by this project, There should be a complete review of the traffic modelling that does not appear to take sufficient notice of the impact of pouring 51000 extra cars down Euston Rd on top of increases in population in the area. Given that there is no outlet between the St Peters and Haberfield or Rozelle, all traffic going to the CBD, East or into the Inner West will use local roads.

⇒ The RMS has previously identified the Darley Rd site in Leichhardt as the third most dangerous traffic hazard in the Inner West. The NSW Land and Environment Court found that the location of the site couldn't safely deal with 60 bottle truck movements a week, but the M4/M5 EIS shows that more than 800 vehicles including hundreds of heavy ones will use the site each day as part of construction of M4M5 Link. HOW IS THIS POSSIBLE? why are the already acknowledged impacts being ignored.

⇒ Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.

⇒ King Street Gateway is not included in modelling or Cumulative impact assessment however will alter the road geometry and capacity adjacent to the project.

⇒ The impact of the project on cycling and walking will be considerable around construction sites. The promise of a construction plan is not sufficient. There has not been sufficient consultation or warning given to those directly affected or interested organisations.

There needs to be a longer period of consultation so that the community can be informed about the added dangers and inconvenience, especially when you consider that it is over a 4 year period.

⇒ Significant declines in pollutants are due to improvements to in-vehicle technology and fuel. However, plans to improve standards for heavy vehicles, which disproportionately contribute to NOx emissions and thus ozone, appear to have stalled. The proponent needs to provide a scenario that sets out impacts due to delays in adopting improved emission standards.

⇒ Bridge Road School - Pyrmont Bridge Road site - The EIS states that 'construction activities are predicted to impact' this School. However, the only mitigation proposed is to consult with the School 'to identify sensitive receivers of the school along with periods of examination'. (Table 5-120) The EIS should not be approved on the basis that it does not propose any measures to reduce the impacts to this School. The EIS simply states that 'where practicable' work should be scheduled to avoid major student examination period when students are studying for examinations such as the Higher School Certificate. This is inadequate and students will be studying every day in preparation for examinations and this proposal will impact on their ability to be provided with an education. Consultation is not considered an adequate response and detailed mitigation should be provided which will reduce the impacts to students to an acceptable level.

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|---|---|
| <p>Attention Director Application Number: SSI 7485</p> <p>Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p> | <p>Name: [REDACTED]</p> <p>Signature: [REDACTED]</p> <p>Please <u>include</u> my personal information when publishing this submission to your website. I HAVE NOT made reportable political donations in the last 2 years.</p> <p>Address: [REDACTED]</p> <p>Suburb: [REDACTED] Postcode: [REDACTED]</p> |
|---|---|

I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

- ❖ The EIS uses criteria to assess the impact of existing walking and cycling routes that will need to be diverted as a result of the M4-M5 Link. The criteria are based on distance only and exclude the additional travel time taken to complete the diversion. This approach is flawed and should also consider travel time – if it did, this would completely change the assessment of the proposed removal of the existing pedestrian and cycle bridge over City West Link. (P 8-71, Table 8-50). Further, the EIS is silent as to whether the existing pedestrian and cycle bridge over City West Link will be replaced post-construction (P 8-73)
- ❖ I oppose the removal of further homes of Significance in either Haberfield or Ashfield. The level of destruction has already been appalling. Residents were led to expect that there would be no further construction impacts after the completion of the M4 East. The loss of further houses of the community will cause further distress within this community.
- ❖ According to the EIS, buses travelling to the CBD will be slower, despite the construction of a tunnel between Iron Cove and the Anzac Bridge. Bus travel times along Parramatta Road will improve, but only because bus lanes would be extended. This could be achieved without WestConnex and for several billions of dollars less.
- ❖ Significant improvements in rapid public transport are required for significant urban renewal. The experience in Sydney is that public transport is a strong and effective catalyst for urban renewal e.g. Green Square; Ultimo-Pyrmont with light rail; the Anzac Parade corridor, again with light rail; and Sydney Metro City and South West at Waterloo and along the Bankstown Line. The key ingredient is the political will to reallocate road space to rapid transit, or invest in dedicated rail solutions.
- ❖ The EIS admits that it is not even known what excavation would be undertaken at the White Bay Power station. I am particularly concerned about the old water channels and the southern penstock which are part of Sydney's industrial heritage. How could an EIS for such a major project be put forward on this basis? It is fatuous to state that "physical and indirect impacts on this heritage element should be avoided" and suggest that a future plan should be done. Why isn't the need for excavation known? This raises great concerns about the 'indicative only' nature of the work that has been done before this EIS. Why is there such a rush? This EIS is not complete and should be rejected for that reason.

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Name _____ Email _____ Mobile _____

I submit my strongest objections to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name:.....

Signature:.....

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Planning Services,
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Application Number: SSI 7485

Application Name:
WestConnex M4-M5 Link

- Recently Andrew Constance has been quoted numerous times promoting his vision of the transport future and some of these views are aired in the EIS but the vision put forward is highly visionary with no practical detail addressing how these changes are going to be brought about and so they are totally unrealistic. For example it is starting to be commonly accepted that car manufacturers will be reducing production of petrol/diesel cars before 2040 probably starting in 2030. It is proposed that electric cars will then take over. It is suggested that cars will be charged over night at people's homes. Virtually no one in the Inner City Suburbs has a garage. Are all the streets throughout all the suburbs going to be fitted out with charging points outside all the houses, similar to parking meters? We have all watched the shambles of the rolling out of the NBN it would be mind blowing to watch what would happen with the rolling out of charging points to each household without a garage and it would take years to achieve. There are virtually no recharging points at any Fuel Stations anywhere as yet and to set these up will take years. A large part of the population run older cars, because that is all they are able to afford. It will take many years for these petrol/diesel cars to disappear. Andrew Constance has also said that when everyone is driving an autonomous car average speeds will be reduced but as they are not being controlled by individual drivers this will mean they will be able to travel much closer together and so there will not be so much delay caused by spread out congestion. If this is to be so perhaps the suggestion could be made that some mechanism could be employed which would enable these cars to link together; if that could be done then they could form -a TRAIN - and then really travel at speed!
- The decision to build a three-stage tollway instead of expanding public transport has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
- We object to the selection of the Darley Road site on the basis that it provides for daily movements of 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College. The EIS states that an alternative truck movement is proposed which involves use of the City West Link with no trucks to access Darley Road. The selection of Darley Road should not be approved if it involves any truck movements on Darley Road, which is what it currently provides.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

From: Lesley Treleaven <campaigns@good.do>
Sent: Wednesday, 20 September 2017 11:02 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement as it does not present a valid statement of environmental impacts, based as it is on false premises regarding traffic and thus flawed in terms of the air pollution it will generate.

To do so would irresponsibly expose the community to huge costs and dangers without adequate investigation.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I object to unfiltered stacks.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Yours sincerely, Lesley Treleaven 41/4 Alexandra Dr, Camperdown NSW 2050, Australia

This email was sent by Lesley Treleaven via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Lesley provided an email address (lesley.treleaven@gmail.com) which we included in the REPLY-TO field.

Please reply to Lesley Treleaven at lesley.treleaven@gmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: Lesley Treleaven <campaigns@good.do>
Sent: Sunday, 24 September 2017 11:04 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the NSW Minister for Planning NOT to approve this Environmental Impact Statement. It does not meet the requirements of the NSW Planning Secretary's requirements for the EIS and is deficient in too many respects. Apart from being 'indicative only' the entire document is based on approval of further toll roads to minimise the impacts that it outlines. These proposals are in draft form, not approved and, if they proceed, will not be open for years. Building more tollways will also create an intolerable economic burden on the people of Sydney.

I live in Camperdown. In the EIS, there are less than two pages of analysis of toll avoidance in the EIS. With the plans to add the Western Harbour Crossing, our suburb and local streets will be badly impacted by rat running which is already a well-publicised issue with respect to the M4 widening, is not properly addressed. This is a direct and long-term impact of the project. There is no proper analysis of the impact tolls or discussion of what enforceable obligations would be placed on the NSW government to address this issue.

The Rozelle Interchange is only a design concept. It involves three levels of tunnels crossing under densely settled old urban streets. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. SMC admit that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. A designer openly admitted that it was a concept that had been mandated politically and so far not been engineered. The community should not be placed at risk in this manner. It would be completely irresponsible to approve this EIS.

My grandchildren at North Annandale Public will be impacted by the unprecedented concentration of Rozelle stacks, in a valley. I object to unfiltered stacks. I cannot understand why if the NSW government is spending so many billions of dollars, it cannot afford to filter the stacks. I completely reject that statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks.

The proposal for a dive-site on Darley Road is opposed by the Inner West Council, its traffic planners and the independent engineer appointed by the Council. The plan to run 170 heavy and light vehicle movements a day into a known accident blackspot is unfathomable. There is no detail in the EIS as to how this impact will be managed so that the community is not at risk.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection.

This EIS has so many uncertainties and contains so little information that it should not even be accepted as an EIS. On important issues like impact on groundwater or risks of flooding, the EIS contains so little detail that it does not even meet the standards expected of an EIS. Details are postponed until after a construction

consortium is chosen. Only then will risks properly be identified. At that stage, Councils and the public will have no right to information or feedback.

The EIS does indicate that odours would continue in St Peters during Stage 3. These odours have already damaged community members' health. SMC has shown that it cannot comply with its EPA licence.

The WRTM model used for the traffic analysis has been found by independent research analysts to be deeply flawed. It has not been publicly released, which has made it impossible for its assumptions to be tested.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead. Haberfield that would have by 2023 endured 8 years of destruction and construction impacts would be also extremely congested near portals. The overlap in construction projects (up to 12 months) rates a two-sentence mention in the EIS. There is no analysis of this impact in the EIS, not any detail of the areas affected – and therefore no proposed mitigation.

The business case for this project, which depends on the payment of tolls, is looking very shaky. It will be the community who is left to pick up the tab if this wasteful and ill-conceived project is approved. The EIS does not engage with the critical review by SGS Consulting of the 2015 Updated Business case or with the City of Sydney's assessment that the Cost Benefit Ratio might be lower than 1:1.

I object to the negative social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed.

I am disappointed that the consultants did not do any actual research into the impacts on communities of the construction of the M4East and New M5. The term 'construction fatigue' is not adequately explained or assessed by consultants who are biased towards construction. When assessing the acceptability of the mitigation proposed in this EIS, we ask that you travel to St Peters and Haberfield and talk to residents – ask them if the impacts have been acceptably managed.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to the fact that each Westconnex stage being assessed separately so there is never any accurate assessment of cumulative impacts or an assessment of the overall benefit (if any) of the WestConnex toll road. At a political level, the NSW government may have seen it as desirable to keep adding tollways but NSW Planning should adopt a professional and independent attitude and reject this EIS that relies on tollway construction way beyond the scope of WestConnex.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield, and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion. Already scores of heritage buildings have been destroyed. I oppose destroying anymore for this Stage of WestConnex.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases, it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is absurd to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is an incomplete and rushed document and should not be accepted by NSW Planning. I therefore urge the Secretary of NSW Planning to advise the Minister to reject this EIS,

_____ This email was sent by Lesley Treleaven via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Lesley provided an email address (lesley.treleaven@gmail.com) which we included in the REPLY-TO field.

Please reply to Lesley Treleaven at lesley.treleaven@gmail.com.

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From: Lesley Treleaven <campaigns@good.do>
Sent: Tuesday, 10 October 2017 7:57 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I object to the use of Johnston St Annandale by spoil trucks making the street dangerous to two primary schools. The addition of hundreds of trucks and contractor vehicles will cause pollution and accident risks.

The number of vehicles that are anticipated to go in and out of the Camperdown dive site on a daily basis both heavy and light vehicles creates an unacceptable risk to the safety of pedestrians accessing the buses.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hour) bus stops will be moved and one inside lane will be closed on Parramatta Road at Camperdown. This will create an unacceptable impact for 3-4 years on businesses and commuters who use both buses and cars. Parramatta Rd is already at a standstill for peak hour, and residents living in apartments nearby.

The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms. I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis cannot be approved.

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

We are also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged. Measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling

odours which have damaged the health of some community members and damaged the quality of life of much more. SMC has failed to comply with the environmental protection licence that

it was granted as part of previous approvals. I am appalled that these odours are predicted to possibly continue if Stage 3 is approved. No community should be treated in this manner.

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So we will have to put up with the exhaust from the tunnels and the additional car emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

I am also concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection. The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner Council Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site (James St and City West Lk), based on TfNSW's own data, is the third most dangerous intersection in the inner west. Despite that, SMC wishes to bring in 100 heavy vehicle movements a day, plus an additional 70 light vehicle movements. There have been two fatalities directly out front the proposed site and it belied belief that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, Lesley Treleaven 41/4 Alexandra Dr, Camperdown NSW 2050, Australia

This email was sent by Lesley Treleaven via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Lesley provided an email address (lesley.treleaven@gmail.com) which we included in the REPLY-TO field.

Please reply to Lesley Treleaven at lesley.treleaven@gmail.com.

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Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name:

LESLIE TRELEAVEN

Signature:

Lesley Treleaven

Please include my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.

Address:

41/4 Alexandra Dr

Suburb:

Campeador

Postcode

2050

I object to the WestConnex M4-M5 Link proposals for the following reasons:

1. The EIS acknowledges that visual impacts will occur during construction. However it does not propose to address these negative impacts in the design of the project. This is unacceptable and the EIS needs to propose walls, plant and perimeter treatments and other measures at appropriate locations to lessen the impact on visual amenity. (Executive Summary xviii)
2. It is obvious the NSW government is in a desperate rush to get planning approval for the M4/M5. It has only allowed 60 days for comment yet the M4/M5 project is the most expensive and complicated stage of WestConnex. Critically, it involves building three layers of underground tunnels under parts of Rozelle. Such tunnelling does not exist anywhere in the world and as yet there are no engineering plans for this complex construction. Approval depends on senior staff in NSW Planning compliantly agreeing to tick off on the EIS, as was done with the New M5 and the M4. This demonstrates a wanton disregard for the safety of the residents of Rozelle and those who will be using the tunnel. WHAT IS THE RUSH?
3. This EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain – and is certainly not included here.
4. Stage 3 is the most complex and expensive stage of WestConnex and the government is seeking approval, yet there are no detailed construction plans so we are not speaking to a real situation.
5. The Air quality data is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
6. Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Particulate matter is linked with Asthma, Lung Disease, Cancer and Stroke.
7. The widening of the Crescent between the City West link and Johnston St with an extra lane being constructed will lead to heavy traffic congestion. This will be exacerbated still further by extra traffic light control cycles being incorporated into the signaling at both Johnston St and at the City West Link, with the inclusion of an extra traffic light control 400m West from the Crescent / City West Link junction to manage the movement of large numbers of spoil trucks.
8. It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With four unfiltered emissions stacks in the area plus a large number of exit portals, the residents of this area will suffer greatly from poisonous diesel particulates. This is negligent when you consider that, the World Health Organisation in 2012 declared diesel particulates carcinogenic. "As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments. Your Education Minister Rob Stokes declared in 2017, "No ventilation shafts will be built near any school."

Campaign Mailing Lists: I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

| | |
|--|--|
| Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <u>LESLIE TRELEAVEN</u> Signature: <u>Leslie Treleaven</u> |
| Attention: Director – Transport Assessments | <i>Please include my personal information when publishing this submission to your website</i> Declaration: I HAVE NOT made any reportable political donations in the last 2 years. |
| Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link | Address: <u>41/4 Alexandra Dr</u> Suburb: <u>Campbelltown</u> Postcode <u>2050</u> |

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application

- **Acquisition of Dan Murphys** – I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the tax payer should not be left to foot the compensation bill in these circumstances.
- **Unacceptable noise levels** will accompany the construction of this massive interchange. No analysis has been provided of the **magnitude of increased noise pollution** which will adversely affect the local citizens.
- There will also be disturbance of soil in the old Rozelle Goods Yard which may be thick with **toxic contaminants such as lead and asbestos** (as was the case in St Peters.) You made no provision for the safe removal of these toxic substances in St Peters and I do not see any provision in the EIS for their safe removal in this area.
- The EIS permits trucks to access local roads in exceptional circumstances which includes queuing at the site. Given the constraints of the Darley Road site queuing will be the usual situation. The EIS needs to be amended to remove queuing as an exceptional circumstance. The truck movements should properly managed by the contractor so that there is no queuing. This exception will make it easier for contractors to neglect their obligation to monitor and manage truck movements in and out of the site and needs to be removed. The EIS needs to specifically mention all local streets abutting Darley Road and expressly prohibited truck movements (including parking) on these streets. This should include all streets from the north (James St) to the south (Falls Road), which are near the project footprint.
- Why is there no detailed information about the so called 'King Street Gateway' included in the EIS?
- The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)
- The Darley Road site should be rejected because it involves acquiring Dan Murphy's. This business was renovated and opened with full knowledge that it was to be acquired. The lessee and sub-lessees should not be permitted compensation in these circumstances. The demolition of the entire building (which the EIS confirms will occur) is wasteful and represents mismanagement of public resources.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: LESLEY TRELEAVEN
 Signature: Lesley Treleaven

Please **include** my personal information when publishing this submission to your website
Declaration : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 41 / 4 Alexandra Dr
 Suburb: Campdown Postcode: 2050

Submission to:

Planning Services,
 Department of Planning and
 Environment
 GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5
 Link

- I. Many homes around the Rozelle Rail Yards and the Crescent Civil site will be noise affected, some will be highly noise affected. The expected duration of the cumulative works is 120 weeks, almost 3 years, when noise impact will be significant so it is essential that maximum noise mitigation measures are put in place. However the EIS contains only vague details of how mitigation will be carried out. There is no requirement that measures will in fact be carried out to address noise impacts. The approval conditions need to contain specific noise mitigation measures, that can be mandated and enforced. Areas that will be particularly highly noise affected are Bayview Crescent and Railway Parade, the Northern end of Rail Yard site and sections of Lilyfield Rd, Hornsey St, Quirk St and Robert St. Given their proximity, receivers located along Lilyfield Rd between Victoria Road and Gordon St which overlook the Rozelle Yards are likely to experience the greatest construction noise impact within the whole Rozelle area.
- II. The three Pollution Stacks in the Rozelle Rail yards are shown to be 38 meters high. This is a totally inappropriate location for these Pollution Stacks. The Rozelle Rail Yards are located in a valley. The Stacks will be on land that is approximately 3.5 meters above sea level. Balmain Road between Wharf Rd and Victoria Road is at an elevation of on average 37 meters. Orange Grove Primary School is at an elevation of 33.4 meters. Areas of Hornsey Rd Rozelle are at 28 meters. Around the junction of Annandale St and Weynton St in Annandale the height above sea level is 29meters. All these areas are in close proximity to these stacks. All the pollution being exhausted from these stacks will almost be on the same level as these locations and so will be blowing almost directly into these properties, especially in summer when many windows are open. This is not acceptable. In situations of no wind the pollution will accumulate in this valley area and make the surrounding area highly polluted. This is not acceptable. There are also at least 4 schools of Primary age children well within one kilometer of these Stacks. Young children are the most vulnerable to pollution related disease.
- III. I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.
- IV. 2 G Appendix P Table 5-27 of the EIS states that 43% of the Leichhardt- Glebe Precinct travel to work by Car, 21% by Bus and 5% by Rail. These are figures for 2011. These figures are being used to promote the project and suggest they are accurate today. In the case of Rail these figures are extremely questionable. The Light Rail is now hugely popular, it's use having grown enormously. It is travelling at full capacity at Peak hours. More services are being put in place. Apartment blocks are being built as close to the Light Rail corridor as possible. Residents see the Light Rail as an efficient, reliable and timely method of commuting to work. It is blatantly obvious that the Govt should be investing heavily in building and extending Light Rail, Metro and Rail. If this were pursued in a professional manner the necessity for trying to hoodwink the community into believing that Westconnex were needed would be totally unnecessary.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name: LESLEY TRELEAVENSignature: Lesley TreleavenPlease include my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.Address: 4/4 Alexandra DrSuburb: Camperdown Postcode 2050**I object to the WestConnex M4-M5 Link proposals for the following reasons:**

- o I do not consider it acceptable that cycling/pedestrian routes should be changed for four years in Annandale and Rozelle in ways that will make cycling more difficult and walking less possible for residents with reduced mobility. These are vital community transport routes.
- o Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.
- o The Air quality data provided in the EIS is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
- o The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
- o The social and economic impact study notes the high value placed on community networks and social inclusion but does nothing to seriously evaluate the social impacts on these of WestCONnex. Any genuine assessment would draw on experience with the New M5 and M4 East rather than ignoring it. This lack of genuine engagement with social impact reduces the study to the level of a demographic description and a series of bland value statement
- o Crash statistics – City West Link and James St intersection. The EIS only analyses crash statistics near the interchanges. It does not provide any detail as to the number of crashes at the James St/City West Link intersection which, on Transport for NSW's own figures, is the third most dangerous intersection in the inner west. Nor does it comment on the two fatalities that occurred on Darley Road near the proposed construction site. The EIS needs to detail the increased risk in crashes that will be caused by the additional 170 vehicles a day that are proposed to enter and leave Darley Road during the construction period.
- o Impacts not provided – Permanent water treatment plant and substation – The EIS states that there will be an office, worker parking and buildings to accommodate this facility on a permanent basis. It does not provide any detail as to – noise impacts, numbers of workers on site, any health risks associated with the facility. This is simply inadequate and the decision to locate this facility should be subject to a thorough assessment and approval process. It should not be approved as part of this EIS as there is simply no detail provided about the impact of this facility on the amenity of the area.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

**Attention: Director, Infrastructure Projects, Planning Services Department of
Planning and Environment, GPO Box 39, Sydney, NSW, 2001**

Submission in relation to: Application Number - SSI 7485

Application name - WestConnex M4-M5 Link

| | | | |
|---|----------------------------|--------|-------------------|
| Name: | <i>Dr Lesley Treleaven</i> | | |
| Address: | <i>41/4 Alexandra Dr</i> | Suburb | <i>Camperdown</i> |
| Post Code | <i>2050.</i> | | |
| Please include my personal information when publishing this submission to your website Yes <input checked="" type="radio"/> No <input type="radio"/> | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. | | | |
| Signed: | <i>Lesley Treleaven</i> | Date | <i>26/9/17.</i> |

• **Traffic and transport - use of local roads by heavy vehicles**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to access constraints and impacts on public transport, pedestrians and cyclists.

In Note 1 to Table 8-43 'Indicative access routes to and from construction ancillary facilities' the proponent states that 'Some use of local roads by heavy vehicles delivering materials and/or equipment may also be required, however this would be minimised as far as practicable.'

The experience of residents in local streets near other tunnel construction sites such as the streets near the M4 East site at Northcote St Haberfield is that heavy and light vehicles use these local streets and cause a high level of adverse impact. The complaints relate to construction vehicles parking out local residents, idling engines, using local roads after hours and carrying rattling loads that increase the noise impact to residents.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because if it is allowed to proceed then it is inevitable that residents of Charles St, Hubert St and Francis St, which are quiet residential streets, will experience these same very adverse impacts. Once approval is given residents will not be able to enforce a minimal level of use of local roads by light or heavy vehicles associated with the Civil and Tunnel Construction site at Darley Road. It is inevitable that minimal use will become standard use. The contractor who is appointed to the project will be allowed to use local roads and will not be able to stop sub-contractors using local roads.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which would avoid or minimise the use of local streets and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application

SSI 7485, for the reasons set out below.

Name: LESLEY TRELEAVEN

Signature: Lesley Treleaven

Please **include** my personal information when publishing this submission to your website

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Address: 41/4 Alexandra Dr

Suburb: Campbelltown Postcode: 2050

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

1. Rozelle Interchange and surrounds will experience **increased traffic with associated noise and air pollution**— most particularly at the **Crescent, Johnson St and Catherine St**, Annandale/Lilyfield/Leichhardt and **Ross Street, Glebe**. These streets are already highly congested at peak times and with a massive number of extra truck movements and traffic associated with construction, these streets will become gridlocked during peak times.
2. The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
3. All of the streets abutting Darley Road identified as NCA 13 (James Street to falls Street) should have a blanket prohibition on any truck movements and worker contractor parking. These hoems are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. These streets are not constructed for heavy vehicle movements and on this basis should also be ruled out. The EIS needs to prohibit outright truck movements including parking) and worker parking on all of these streets.
4. There will be increases of noise in the area of Johnston St where traffic volumes will increase. Residents will be more susceptible to health impacts associated with increased noise. In the EIS it is stated that residents may have to keep their windows closed. They may well experience sleep disturbance and interference of living activities like eating outdoors. However the EIS considers this to be only moderately negative. This is not acceptable.
5. The Rozelle Rail Yards are a totally inappropriate area to create a new recreational area because the area will be highly polluted by unfiltered Pollution Stacks and Tunnel Portals. In the EIS it is referred to as an idealized area. "It is envisaged that the quantum of active recreation within the Rozelle Rail Yards would be further developed by others as projects such as The Bays Precinct are developed. The concept plan provides spaces that could include an array of active recreation opportunities and even community facilities such as gardens or a school." The suggestion that this would be a suitable location for a School is just beyond belief and demonstrates that those who have put these plans together are either staggeringly ignorant or totally delusional! At a time when major World cities are doing all they can to address the dire problems of pollution this is an appalling suggestion that is totally out of touch.
6. The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

Campaign Mailing Lists: I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: LESLY TRE EAVEN
 Signature: Lesley Tre Eaven

Please **include** my personal information when publishing this submission to your website
Declaration : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 41/4 Alexandra Drive
 Suburb: Casperdown Postcode: 2050

Submission to:

Planning Services,
 Department of Planning and
 Environment
 GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- a) The Rozelle Rail Yards site is the location of 3 Unfiltered Pollution Stacks. There is a fourth stack on Victoria Rd close to Darling St. If the Western Harbour Tunnel is built there will also be a total of 7 Tunnel Portals. Tunnel Portals are also areas of high levels of pollution. It is totally unacceptable that the Pollution Stacks are unfiltered. In 2008 Gladys Berejiklian said of Labor "It's not too late, the Government can still ensure that filtration is a possibility. World's best practice is to filter tunnels. Why won't Labor allow people to sleep at night, knowing their children aren't inhaling toxins that could jeopardize their health now or in the future." It is totally unacceptable that the tunnels will not be filtered. Recently built tunnels in Tokyo successfully filter 98% of all pollutants.
- b) Generally the risk of settlement is lessened where tunnelling is more than 35m. In the Rozelle area the tunnel will be at 30m in the Brockley St & Cheltenham St area, and it will be less than that in the Denison St area. Also it is planned to have another layer of tunnels above that in the Denison St area. From the cross section diagram Vol 2B appendix E part 2 the suggestion is that this higher level of tunnels will be at no more than 12m. This is of major concern. Numbers of people in the ongoing construction of Stage 1 and 2 have suffered extensive damage to their homes costing thousands of dollars to rectify caused by vibration and tunneling activities and although they followed all the elected procedures their claims have not been settled. This is totally unacceptable. There is nothing addressing these major concerns in the EIS.
- c) The EIS states that property damage due to ground movement "may occur, further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of ground movement is lessened where tunnelling is more than 35 metres underground. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are astonishingly shallow eg John St at 22metres Hill St at 28metres Moore St 27metres. Piper St 37metres (Vol 2B Appendix E Part 2) Catherine St at 28metres (Vol 2B Appendix E Part 1). At these shallow depths, the homes above would indisputably sustain serious structural damage and cracking. Without provision for full compensation for damage there would be no incentive for contractors or Roads and Maritime Services to minimise this damage.
- d) The removal of spoil at the Rozelle Rail Yards will lead to the largest amount of Spoil truck movements on the entire Stage 3 project: 517 Heavy truck movements a day, of which 46 are stated to take place at Peak hours. There will also be 10 Heavy truck movements a day from the Crescent Civil Site. The sheer number of trucks on the road will lead to massive increases in congestion. Maps in the EIS have the spoil trucks going to and from these sites from the Haberfield direction on the City West Link. This is also the direction that is being proposed for spoil truck movements from Darley Rd which is said to have 100 Heavy truck movements a day. It is stated that the cumulative effect of truck movements from all sites on the City West Link will be 700 (one way) Heavy truck movements a day and of that 208 will be in Peak hours. This plan totally lacks credibility.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: LESLIE TRELEAVEN

Signature: Leslie Treleaven

Please **include** my personal information when publishing this submission to your website **Declaration: I HAVE NOT** made any reportable political donations in the last 2 years.

Address: 41/4 Alexandra Dr

Suburb: Camperdown Postcode: 2050

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

A. Permanent substation and water treatment plant - Residents on Darley Rd opposite the site and residents in Hubert St will have a direct line of site to the Motorway operation infrastructure. The resultant impact is a permanent degradation of the visual environment, is a loss of amenity and is detrimental to the community. This facility should not be permitted in this location and the EIS needs to demonstrate why it is required at this site. If approved, the facility should be moved to the north of the site out of line of site of residents. The residual land should be returned for community purposes, such as green space, with future commercial uses ruled out. If the community is forced to endure 5 years of severe disruptions due to this toll road, the compensation should, at the very least, result in the land being returned to the community as green space.

B. It is clear from the EIS that spoil truck movements will not be confined to the City West link. At a community consultation it was revealed that trucks removing spoil at Camperdown would very likely be travelling from the James Craig Rd area and in that case would be using the additional lane on the Crescent and then turning right up Johnston St. This is totally CONTRARY to what concerned residents had been promised would not happen. It is clear that any assurances given to the community in past consultations are totally disregarded without consultation later. This is unacceptable.

C. Heart disease will skyrocket due to air pollution caused by Westconnex bringing more cars into the Inner West says Paul Torzillo, Head of Respiratory medicine at Royal Prince Albert Hospital. Inner West Courier 23rd May 2017

D. The removal of spoil at the Rozelle Rail Yards will lead to the largest amount of Spoil truck

movements on the entire Stage 3 project: 517 Heavy truck movements a day, of which 46 are stated to take place at Peak hours. There will also be 10 Heavy truck movements a day from the Crescent Civil Site. The sheer number of trucks on the road will lead to massive increases in congestion. Maps in the EIS have the spoil trucks going to and from these sites from the Haberfield direction on the City West Link. This is also the direction that is being proposed for spoil truck movements from Darley Rd which is said to have 100 Heavy truck movements a day. It is stated that the cumulative effect of truck movements from all sites on the City West Link will be 700 (one way) Heavy truck movements a day and of that 208 will be in Peak hours. This plan totally lacks credibility

E. The Concept Design was a woefully inadequate document totally devoid of any real depth of detail in terms of maps, scales, distances with only vague suggestions and glamorized Artist's Impressions of an idealized view of what Stage 3 would be like. It was another example of current city planning documents that consistently accentuate huge areas of tranquil green spaces with families and children out walking and riding bicycles in idealized parks and suburbs. All this is total PR spin and bears no reality about the real outcome of the build. It bears no reality as to what Stage 3 of Westconnex will be like.

F. I am concerned that while the EIS finds that tolls do weigh more heavily on lower income motorists, there is no serious analysis of the blatant unfairness of letting of private consortium toll people for decades in order to pay for less profitable tollways for wealthier communities.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485

Application name - WestConnex M4-M5 Link

| | | | |
|--|---------------------|--------|--------------|
| Name: | Dr Lesley Treleaven | | |
| Address: | 41/4 Alexandra Dr | Suburb | Campbelltown |
| Post Code | 2050 | | |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. | | | |
| Signed: | Lesley Treleaven | | Date 25/9/17 |

• **Traffic and transport - construction worker parking**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because it is inevitable that workers will end up parking in streets near to the site and this will impact on residents in a number of ways.

- Residents will be competing for parking with both workers and commuters who already park in the streets near the light rail. Most houses in the streets near the site do not have off-street parking so residents are already pressed for parking spaces. During the renovation of the Darley Rd site for the Dan Murphys in 2016 workers parked in local roads like Charles St, Hubert St, Darley Rd and Francis St even when there was parking on site. This was of great inconvenience to residents especially those with young children and the aged. Residents had to complain to Woolworths and to the contractor Flexem on numerous occasions.
- Residents will be disturbed by workers arriving for or leaving from shifts at anti-social hours. Residents who work shifts and need to rest during the day will be disturbed by the additional noise of vehicles coming and going. During the renovation of the Darley Rd site for the Dan Murphys in 2016 there were instances of workers parking with engines idling first thing in the morning disturbing residents.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because there is no plan for worker parking and as a result the residents of Charles St, Hubert St, Darley Rd and Francis St will not be able to park on their streets and will be adversely impacted by worker parking.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which provide adequate worker parking and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

**Attention: Director, Infrastructure Projects, Planning Services Department of
Planning and Environment, GPO Box 39, Sydney, NSW, 2001**

Submission in relation to: Application Number - SSI 7485

Application name - WestConnex M4-M5 Link

| | | | |
|---|----------------------------|--------|-------------------|
| Name: | <i>Dr Lesley Treleaven</i> | | |
| Address: | <i>41/4 Alexandra Dr</i> | Suburb | <i>Camperdown</i> |
| Post Code | <i>2050</i> | | |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. | | | |
| Signed: | <i>Lesley Treleaven</i> | Date | <i>26/9/17</i> |

• **Traffic and transport – new right hand turning lane on the City West Link to James St**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent is planning to create a right hand turning lane on the City West Link to allow construction vehicles to turn right into James Street.

This is a dangerous proposal given that it involves turning into a steep blind corner which carries a high degree of risk of collision with oncoming vehicles and with pedestrians including the many school children who cross James St at this point.

It is reckless beyond belief to plan for large number of truck and dogs to make a right - hand turn into James St from the City West Link. Even vehicles crossing the City West Link from the Lilyfield Rd side of the City West Link have a higher risk of collision or error due to the steep blind turn. This would be even higher when making a right hand turn into James St from the City West Link.

This intersection is reported as being the third most dangerous for accidents in the Inner West.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because a right hand turning lane on the City West Link to allow construction vehicles to turn right into James Street creates an unacceptable risk of death and bodily injury due to collision.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Safer alternatives have been identified which will allow spoil haulage directly onto the City West Link and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

| | | | |
|--|----------------------------|-------------|---------------------|
| Name: | <i>Dr Lesley Treleaver</i> | | |
| Address: | <i>41/4 Alexandra St</i> | Suburb | <i>Campbelltown</i> |
| | Post Code | <i>2050</i> | |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / <input type="radio"/> No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. | | | |
| Signed: | <i>Lesley Treleaver</i> | | Date <i>26/9/17</i> |

Darley Road Civil and Tunnel Construction - Traffic

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because of the impact it will have on traffic, parking and local residences. The grounds on which I am objecting were also the grounds for rejecting a previous development on this site, which was only approved by the Land and Environment Court with strict conditions.

On 5 December 2006 the Building & Development Council of Leichhardt Council refused Development Application D/2006/311 in relation to 7 Darley Road, which was an application for alterations and additions to existing building and change of use of existing building for use as a liquor store, cafe/deli and commercial office space, new landscaping and signage. Hundreds of local residents had lodged objections to the DA. One of the grounds on which the application was refused was that the RTA did not support the access arrangements and would not allow right hand turns into the site, which is precisely what the proponent is now proposing. The following extract from the decision sets out why the RTA objected to the DA:

"The application has proposed a number of traffic management measures along Darley Road, included painted median islands.

The RTA does not support the access arrangements as proposed and has advised that it is likely to create conflicts at the shared entry/exit near Hubert Street. It has been recommended that there be separate entry and exit driveways, with the entry nearest to Charles Street, and the exit at the driveway crossing near Hubert Street.

The RTA has advised that these driveways must be physically restricted with left-in/left-out movements through the provision of 900mm wide concrete median islands, covering the width of each driveway and extend to a distance of 10 metres either side of each driveway crossing. The parking area along the eastern section of the site must also be restricted to left-in/left-out movements.

On the advice the of the RTA, no right-turn into the site is then possible, potentially encouraging west-bound traffic on Darley Road to conduct 'U-turns' at the Charles Street intersection to access the carpark, creating a conflict at that point.

Council's engineers have advised that the proposed traffic management works on the Darley Street frontage have a number of deficiencies including:

- Traffic lanes on the southern side of Darley Street would be relocated onto the existing parking lane which is geometrically unsuitable and unsafe for vehicular traffic.
- The proposed kerbside traffic lane on the southern side of Darley Street would conflict with existing stormwater drainage inlet structures. Significant drainage works would be required to address this issue without exacerbating existing flooding problems in this area.

Advice from the RTA has also noted the unsuitability of the existing kerbside parking and bicycle lanes for a through lane due to its cross-fall. The RTA have further advised that the bicycle lane along Darley Road must be retained, and that no objections are raised to the proposed pedestrian refuge, subject to compliance with the relevant Australian standards. "The RTA also raised objections in relation to traffic that the bottle shop development would generate:

"It is expected that the peak traffic generation periods for the development would be Friday evenings and Saturdays, with Thursday evening also busy. Conflict with the morning peak hour is therefore expected to be limited. It is noted that the traffic surveys were conducted prior to the closure of Moore Street West, Leichhardt.

Anecdotal evidence has suggested that traffic flow has increased on east-west thoroughfares such as Darley Road and Marion Street since the closure.

Traffic generation figures supplied in the traffic report initially submitted to Council were derived strictly from the amount of carparking provided on the site.

The revised traffic generation figures provided as a result of the additional parking provided on the site. It has factored that 35% of traffic to the site are passing trips. It has not accounted for spill-over traffic that cannot be accommodated on the site.

These figures would appear to conflict with statement within the Social Impact Assessment (SIA) that was submitted to the LAB for approval. This document indicates that the 'catchment' for the proposed liquor outlet is considerably larger and it states "In contrast Dan Murphy's OLR's are larger format destination stores designed to appeal to a regional market ..."

It has also been noted that the proposed liquor store alone would expect up to sixty (60) deliveries a week.

The study derives that the likely additional traffic on the local network would be:

- Thursday evening – some 150 vehicles/hour (in + out)
- Friday evening - some 156 vehicles/hour (in + out)
- midday - some 228 vehicles/hour (in + out)

Of particular concern in this regard is that the 'No stopping' restriction required by the RTA for the northern side of Darley Road during the Thursday and Friday evening peaks, which may funnel overflow parking into the surrounding residential streets. Furthermore, the substantial increase in traffic flow at the Saturday peak may result in significant queuing at the City-West intersection as all vehicles are forced to left-turn exiting the site.

On the basis of the above, the proposal is considered unsatisfactory when having regard to traffic and parking impacts."

It is clear that the same traffic impacts raised by the RTA will be a consequence of the Darley Road Civil and Tunnel Construction site at Leichhardt yet the proponent has failed to provide any detail about these impacts or how the proponent will manage these. The proponent's plan to bring 100 trucks a day into the site will result in significant queuing at the City-West intersection yet the proponent has failed to provide any detail about these impacts or how the proponent will manage these.

The removal of 20 parking spaces Darley Rd and the absence of a worker parking plan will funnel overflow parking into the surrounding residential streets which are already at parking capacity yet the proponent has failed to provide any detail about these impacts or how the proponent will manage these.

The following points of concern were also raised in the Council's rejection of the bottle shop DA:

"Traffic and parking impact on Darley Road and the surrounding residential street network/ vehicular – pedestrian conflict, especially with school children/ increase noise from traffic movements and truck loading and unloading.

The increase in traffic movements to the site are likely to have an undue acoustic impact on the dwellings located opposite site, particularly as a result of late-night movements.

The proponent has failed to adequately address the fact that the Darley Road Civil and Tunnel Construction site at Leichhardt will have the same impacts of:

- Traffic and parking impact on Darley Road and the surrounding residential street network
- vehicular – pedestrian conflict, especially with school children/
- increase noise from traffic movements and truck loading and unloading.

The proponent has failed to address the fact that the increase in traffic movements to the site are likely to have an undue acoustic impact on the dwellings located opposite site, particularly as a result of late-night movements. The proponent plans to have workers on site 24 / 7. Late night and out of hours comings and goings by vehicle are to be expected yet the proponent has failed to address the impact of these vehicle movements on local residents.

The site should not be permitted to operate outside of standard constructions hours because of the noise impacts from construction vehicles, delivery vehicles and worker transportation vehicles. The following Traffic Management deficiencies were also raised in the Council's rejection of the bottle shop DA:

"The proposed Traffic Management works on the Darley Road frontage have a number of deficiencies including:

- (a) Traffic lanes on the southern side of Darley Road would be relocated onto the existing parking lane which is geometrically unsuitable and unsafe for vehicular traffic.
- (b) The proposed kerbside traffic lane on the southern side of Darley Road would conflict with existing stormwater drainage inlet structures. Significant drainage works would be required to address this issue without exacerbating existing flooding problems in this area.

- (c) The access arrangement for the parking area on the western side of the site will create traffic conflict at the shared entry/exit driveway near Hubert Street.
- (d) The application would result in the loss of on-street parking spaces on the southern side of Darley Road.
- (e) The applicant has not sufficiently demonstrated that the traffic management proposal complies with the RTA requirements for works on a State Road.
- (f) The site plans do not adequately address internal vehicle manoeuvring for large trucks accessing the 2 loading docks.
- (g) The application has failed to demonstrate how the existing bicycle lane would be maintained.

The application has failed to demonstrate that the proposal would not have an undue increase in traffic

generation along Darley Road and the surrounding residential street network.

- (a) The applicant has not sufficiently demonstrated assumptions made in their report regarding parking demand and traffic generation.
- (b) The traffic generation assumption for passing or redistributed trips is not validated.
- (c) The design does not adequately address the impacts from vehicle queuing in Darley Road."

The same deficiencies are present in the proponent's EIS and the Darley Road Civil and Tunnel Construction site at Leichhardt should be rejected on the same grounds:

- construction trucks travelling on the southern side of Darley Road will force traffic onto the existing parking lane which is geometrically unsuitable and unsafe for vehicular traffic.
- the construction works will conflict with existing stormwater drainage inlet structures which will exacerbating existing flooding problems in this area.
- The access arrangement for the site will create traffic conflict at the shared entry/exit driveway near Hubert Street.
- The application would result in the loss of on-street parking spaces on the southern side of Darley Road.
- There is no traffic management proposal.
- The proponent has failed to demonstrate how the existing bicycle lane would be maintained.
- The proponent has failed to demonstrate that the proposal would not have an undue increase in traffic generation along Darley Road and the surrounding residential street network.
- The proponent has failed to adequately address the impacts from vehicle queuing in Darley Road."

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: LESLEY TRELGAVEN

Signature: Lesley Trelgaven

Please **include** my personal information when publishing this submission to your website

Declaration : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 41/4 Alexandra Dr

Suburb: Camperdown Postcode: 2050

Submission to:

Planning Services,
Department of Planning and
Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5
Link

- 2 G Appendix P Table 5-27 of the EIS states that 43% of the Leichhardt- Glebe Precinct travel to work by Car, 21% by Bus and 5% by Rail. These are figures for 2011. These figures are being used to promote the project and suggest they are accurate today. In the case of Rail these figures are extremely questionable. The Light Rail is now hugely popular, it's use having grown enormously. It is travelling at full capacity at Peak hours. More services are being put in place. Apartment blocks are being built as close to the Light Rail corridor as possible. Residents see the Light Rail as an efficient, reliable and timely method of commuting to work. It is blatantly obvious that the Govt should be investing heavily in building and extending Light Rail, Metro and Rail. If this were pursued in a professional manner the necessity for trying to hoodwink the community into believing that Westconnex were needed would be totally unnecessary.
- Rozelle Rail Yards will have 400 car parking spaces provided for workers(EiS). The daily workforce for these sites is stated to be approximately 550. This means that 150 vehicles will need to park in nearby local streets which are already over-subscribed during weekdays by commuters taking the light rail.
- The EIS lacks sufficient focus on traffic congestion in the suburbs of Alexandria and Erskineville. Are these being ignored because they will be even more congested than currently.
- The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment.
- I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unliveable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.
- There is a higher than average number of shift workers in the Inner West. The EIS acknowledges that even allowing for mitigation measures such as acoustic sheds and noise walls, shift workers will be more vulnerable to impacts of years of construction work and will consequently be at risk of a loss of quality of life, loss of productivity and chronic mental and physical illness.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Submission in relation to: Application Number - SSI 7485

Application name - WestConnex M4-M5 Link

| | | |
|--|----------------------|-------------------|
| Name: | Dr. Lesley Treleaven | |
| Address: | 41/4 Alexandra Dr | Suburb Camperdown |
| Post Code | 2050 | |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No | | |
| Declaration: I have not made any reportable political donations in the last 2 years. | | |
| Signed: | Lesley Treleaven | Date 27/9/17 |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

- **Traffic and transport - spoil haulage routes**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to route identification and scheduling of transport movements, particularly outside standard construction hours.

The proponent has only provided indicative spoil haulage routes in relation to the proposed Civil and Tunnel Construction site at Darley Road Leichhardt. In 8.3.1 of the EIS the proponent states that 'Spoil haulage routes would be confirmed during detailed design.'

The proponent has not provided an assessment of each of the possible spoil haulage route options even though both SMC and RMS have discussed these with stakeholders prior to release of the EIS.

Spoil haulage has a high environmental impact and the failure to describe the impacts of each of the possible spoil haulage options is a serious defect in the EIS.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which will allow spoil haulage directly onto the City West Link and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

- **Traffic and transport - spoil haulage routes**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to route identification and scheduling of transport movements, particularly outside standard construction hours.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to assess the impacts of all the spoil haulage routes to and from the site that SMC is considering. These include the option of staging trucks from Sydney

From: JOSE CISNEROS <campaigns@good.do>
Sent: Wednesday, 20 September 2017 11:35 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement as so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS.

The strategic justification for this project is very thin indeed. Its viability depends on even more tollways being built. These tollways will be a burden on the people of Sydney and many will be penalised because they cannot afford to pay tolls. There is almost no analysis of toll avoidance and its link to cost of living pressures in the EIS.

The Rozelle Interchange is no more than a design concept. It involves three levels of tunnels crossing under densely settled streets of old houses. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. SMC admit that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. No project should be approved with so little detail included in an EIS. To do so would irresponsibly expose the community to huge costs and dangers without adequate investigation.

The justification for the project assumes that the F6, the Western Harbour Tunnel and other tollways will be built. The F6 project has not been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built

that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I object to unfiltered stacks.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Thanks a lot for considering this matter.

Yours sincerely, JOSE CISNEROS Erakineville

This email was sent by JOSE CISNEROS via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however JOSE provided an email address (jcisne@gmail.com) which we included in the REPLY-TO field.

Please reply to JOSE CISNEROS at jcisne@gmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit:
www.rfc-base.org/rfc-3834.html

From: Helen Dean <campaigns@good.do>
Sent: Thursday, 21 September 2017 7:10 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

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The justification for the project assumes that the F6, the Western Harbour Tunnel and other tollways will be built. The F6 project has not been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built

that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I object to unfiltered stacks.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

The money wasted on this project would be better served on public transport – people don't want to drive into the city. There is nowhere to park when you get there. Having grown up in western Sydney, the vast majority of people want to jump on fast, reliable, regular public transport – not drive, pay huge tolls, struggle to find a park, and pay huge parking fees.

And the unfiltered toxic stacks are a disgrace! You are poisoning our children. I notice there aren't any planned near politicians houses!

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Yours sincerely, Helen Dean 24 Lamb St, Lilyfield NSW 2040, Australia

_____ This email was sent by Helen Dean via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Helen provided an email address (helendean998877@gmail.com) which we included in the REPLY-TO field.

Please reply to Helen Dean at helendean998877@gmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

Helen Dean

helendean998877@gmail.com

24 Lamb St

Lilyfield NSW 2040 Australia

Your view on the application: I object to it

Attn: Secretary re WestConnex M4-M5 Link EIS, project number SSI 16_7485

I write to express my strong objection to the WestConnex M4-M5 Link tollroad proposal.

- Building WestConnex will increase air pollution and global warming and encourage more car use, quickly filling the increased road capacity.
- Increasing vehicle use by inducing more cars onto the road increases the risks related to climate change, including extreme rainfall and extreme heat events.
- This stage of WestConnex also facilitates the building of the Western Harbour Tunnel, which will see tunnels bored under the Balmain peninsula and generate a need for yet more exhaust stacks in and around Balmain.
- WestConnex is not a sustainable solution to Sydney's congestion problem. It will have unacceptable impacts on the health and well-being of local communities, such as increasing toxic pollution levels from unfiltered exhaust smoke stacks located near schools and parks, especially in Rozelle.
- The government has not committed to a genuine consultation process - it released this M4-M5 Link proposal just two weeks after submissions closed for comment on the concept design, and only provided an eight week consultation period. This does not allow sufficient time for submissions from the community.

Extra comments

I have read the Department's Privacy Statement and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

I have not made a reportable donation to a political party.

Yours sincerely,

Helen Dean

From: [REDACTED]
Sent: Wednesday, 20 September 2017 5:28 PM
To: [REDACTED]
Subject: FW: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

FYI

From: Rodney Cowled [mailto:campaigns@good.do]
Sent: Wednesday, 20 September 2017 5:26 PM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement as so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS.

The strategic justification for this project is very thin indeed. Its viability depends on even more tollways being built. These tollways will be a burden on the people of Sydney and many will be penalised because they cannot afford to pay tolls. There is almost no analysis of this phenomenon in the EIS.

The justification for the project assumes that the F6 and other tollways will be built. The F6 project has not been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

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I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to exposing residents in Haberfield and St Peters to another five years of construction.

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I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Yours sincerely, Rodney Cowled 17 Toelle St, Rozelle NSW 2039, Australia

This email was sent by Rodney Cowled via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Rodney provided an email address (rod.cowled@gmail.com) which we included in the REPLY-TO field.

Please reply to Rodney Cowled at rod.cowled@gmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

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From: Gloria Mao <campaigns@good.do>
Sent: Wednesday, 20 September 2017 4:18 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement.

I submit this objection to the WestConnex M4-M5 Link proposal as contained in the EIS application #SSI7485 for the following reasons, and ask that the Minister reject the application. EIS should be rejected as it is 'Indicative only'

1. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.'
- does not contain any certainty for residents as to what is proposed and therefore provides no proper basis on which the project can be approved.
 - the contractor can make further changes.
 - the contractor is not bound to take into account community impacts outside of the strict requirements.
 - the EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents.
 - prolonged periods of exposure to residents in areas impacted by more than one project.
 - the EIS makes no attempt to seriously research the current impacts on residents, measure what the cumulative impacts would be or mitigate the cumulative impact of these prolonged periods of construction noise exposure.

I am very strongly opposed to any approval of the Darley Rd, Construction Site due to:

- Noise increase
- Pollution increase
- Traffic increase
- Permanent structures
- Loss of green space, parks, vegetation

Yours sincerely, Gloria Mao 12 Campbell Ave, Lilyfield NSW 2040, Australia

_____ This email was sent by Gloria Mao via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Gloria provided an email address (gmaoemail@gmail.com) which we included in the REPLY-TO field.

Please reply to Gloria Mao at gmaoemail@gmail.com.

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Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning
Services,Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name:

WestConnex M4-M5 Link

Name:

Gloria Maw

Signature:

Please include / exclude (circle) my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.

Address:

12 Campbell Ave

Suburb:

Lilyfield

Postcode

2040

I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

- Up to 14 'receivers' at this site are predicted to have impacts from high noise impacts during out of hours work for construction and pavement works for approximately 2 weeks caused by the use of a rock-breaker. Again, no plans to relocate or compensate residents affected is provided in the EIS (EIS, IV) The only mitigation contained in the EIS is that the use of the road profiler is to be limited during out of hours works 'where feasible.' (Table 5-120) In other words, there is no mitigation whatsoever for residents affected by daytime noise and a possibility that they will be similarly affected out of hours where the contractor considers that it isn't possible to limit the use of the road profiler. This represents an inadequate response to managing these severe noise impacts for residents.
- The EIS states that there will be noise 'exceedances' for trucks entering and exiting the site (Table 5-120) No detail is provided as to the level of any such 'exceedance'. Nor does it propose any mitigation other than investigations into 'locations' where hoarding above 2 metres can be utilized to control trucks in the queuing area. This does not result in any firm plans to manage the noise. Nor is enough detail provided so that those affected can comment on the effectiveness of this proposed mitigation measure.
- There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods. (Executive Summary xvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure.

I wish to submit my objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485. The reasons for objecting are set out below.

Name:

Signature:

Please include/ exclude (circle) my personal information when publishing this submission to your website

Declaration : I HAVE NOT made any reportable political donations in the last 2 years.

Address:

Suburb:

Postcode:

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

1. The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts
2. The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)
3. The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken during detailed design'. The Community should be given an opportunity to comment upon and influence the design and we object to the approval of the EIS on the basis that this detail is not provided, nor is the community (or other stakeholders) given an opportunity to comment or influence the final design.
4. The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.

Attention Director
Application Number: SSI 7485

Infrastructure Projects, Planning
Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name:
WestConnex M4-M5 Link

Name:

Gloria Mero

Signature:

[Signature]

Please include / exclude (circle) my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.

Address:

12 Campbell Ave

Suburb:

Wilyhall

Postcode

2040

I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

- The permanent substation and water treatment plant proposed for the Darley Road site facility should not be approved as part of the EIS. It proposes discharging water from the tunnels into the storm water canal near Blackmore Oval. This will devastate our waterways and impact negatively on the amenity of the bay which has four rowing clubs in close proximity. In addition, the environmental impacts of this discharge are not properly set out in the EIS.
- The EIS indicates that a large number of residents will be affected by construction noise caused by demolition and pavement and infrastructure works. This includes use of a rock breaker and concrete saw. During all periods of construction, there will be noise impacts from construction of site car parking and deliveries and pavement and infrastructure works. No proper mitigation measures are proposed to protect residents from these impacts (10-118, EIS) The EIS admits that three residents and two businesses will be subject to noise impacts above acceptable levels for 16 days (10-119, EIS) No detail is provided as to whether alternative accommodation will be offered or other compensation. The EIS should not be approved without details of the proposed mitigation and/or compensation to be paid to residents.
- The EIS acknowledges the noise and vibration impacts and the need for work to occur outside of standard daytime construction hours. It simply states that 'the specific management strategy for addressing potential impacts associated with ground-borne noise...would be documented in the OOHW protocol. This is inadequate as the community have no opportunity to comment on the OOHW protocol or the management of the ongoing impacts to which they will be subjected.
- There is no evidence provided in the EIS that the ventilation outlets will be date. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.

Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning
Services,Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name:

WestConnex M4-M5 Link

Name:

Gina Mas

Signature:

Please include / exclude (circle) my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.

Address:

12 Campbell Ave

Suburb:

Lilyfield

Postcode

2040

I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

- Darley Road and adjacent streets such as Hubert St are exposed to flood. The flood impact could be exacerbated by the disruption or blockage of existing drainage networks, which are risks identified in the EIS. The EIS has not assessed whether the identified risk to the existing drainage network will cause increased risk of flood damage to flood lots and it fails to take account of the Inner West Council's Leichhardt Floodplain Risk Management Plan which contains recommended flood modification options. The EIS has not assessed whether its drainage infrastructure will impede the Inner West Council's Leichhardt Floodplain Risk Management Plan option HC_FM3 to lay additional pipes/culverts from Elswick Street to Hawthorne Canal (via Regent Street and Darley Road). RMS has not assessed whether its drainage infrastructure will impede Inner West Council's Leichhardt Floodplain Risk Management Plan option HC_FM4 to lay additional pipes/ culverts from William Street to Hawthorne Canal via Hubert Street and Darley Road. The EIS should not be approved as it has not properly explained or assessed these impacts.
- There is provision in the EIS for only a dozen worker car parks and no provision for the 100 or so workers who will be permanently based at the Darley Road site for up to five years. A major construction site project should not be permitted in a neighbourhood area without allocated parking for all workers. No other business would be permitted to be established without this requirement being satisfied – why is it acceptable for this project? In addition, the EIS proposes the removal of 20 car spaces used by residents on Darley Road and will remove the 'kiss and ride' facility at the light rail stop. This will result in residents being unable to park in their own street and will increase noise impacts from workers doing shift changeovers 24 hours a day.
- The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. This means the community will have limited say in the management of the impacts identified in the EIS. The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions.

I wish to submit my objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485. The reasons for objecting are set out below.

Name: Glenn Mac

Signature: [Signature]

Please include/ exclude (circle) my personal information when publishing this submission to your website

Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Address: 12 Langhille Ave

Suburb: Leichhardt NSW Postcode: 2040

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

Many students walk or ride to Orange Grove and Leichhardt Secondary College schools via Darley Road. There are also a number of childcare centres very close to the Darley Road site. The presence of 170 heavy and light vehicle movements a day at this site will create an unacceptable risk to students. The EIS should not permit any truck movements near the Darley Road site. The alternative proposal which provides that all spoil trucks enter and leave from the City West link is the only proposal that should be considered.

The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

The Darley Road site should be rejected because it involves acquiring Dan Murphy's. This business was renovated and opened with full knowledge that it was to be acquired. The lessee and sub-lessees should not be permitted compensation in these circumstances. The demolition of the entire building (which the EIS confirms will occur) is wasteful and represents mismanagement of public resources.

The mature trees on the Darley Road site should be preserved. If any trees are removed during construction it should be a condition of approval that they are replaced with

mature trees.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances.

Residents on Darley Rd opposite the site and residents in Hubert St will have a direct line of site to the Motorway operation infrastructure. The resultant impact is a permanent degradation of the visual environment, is a loss of amenity and is detrimental to the community. This facility should not be permitted in this location and the EIS needs to demonstrate why it is required at this site. If approved, the facility should be moved to the north of the site out of line of site of residents. The residual land should be returned for community purposes, such as green space, with future commercial uses ruled out. If the community is forced to endure 5 years of severe disruptions due to this toll road, the compensation should, at the very least, result in the land being returned to the community as green space.

Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning
Services,

Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name:

WestConnex M4-M5 Link

Name:

Gloria Mao

Signature:

[Handwritten Signature]

Please include / exclude (circle) my personal information when publishing this submission to your website.

I HAVE NOT made reportable political donations in the last 2 years.

Address:

12 Campbell Ave

Suburb:

Lilyfield

Postcode

2040

I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

- No workers associated with the WestConnex project should be permitted to park on local streets. Parking is at a premium in this area and many residents do not have off-street parking. The removal of 20 car spaces for five years as is proposed on Darley Road will worsen this situation as will the removal of 'kiss and ride facilities' at the light rail. There is also a pre-DA application for 120 units on William Street which is not taken into account in the EIS. This will place further stress on parking. The EIS needs to outright prohibit any worker parking on local streets.
- The EIS states that, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS.
- The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unlivable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.

From: Mal Dale <campaigns@good.do>
Sent: Wednesday, 20 September 2017 5:33 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement as so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS.

The strategic justification for this project is very thin indeed. Its viability depends on even more tollways being built. These tollways will be a burden on the people of Sydney and many will be penalised because they cannot afford to pay tolls. There is almost no analysis of this phenomenon in the EIS.

The justification for the project assumes that the F6 and other tollways will be built. The F6 project has not been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to exposing residents in Haberfield and St Peters to another five years of construction.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested. This proposed site will choke the main artery of existing commuter and residential traffic in Leichhardt. It will also provide a severe disruption to children on foot attending local schools at St Columbus, Leichhardt HS, Sydney Secondary College and St Columbus. Darley Road needs to be traversed by pedestrians travelling from Leichhardt to use the only local open-air amenities of Blackmore Oval and the Bay Walk. Common sense suggests that erecting a dive site, along with the attendant heavy traffic congestion and movement of large trucks entering and egressing the site will inevitably lead to more fatalities on what is already a congested road with a bad safety record. Moreover, Darley Road is identified by local authorities as a flood zone, making the choice of this site highly questionab

le.

I object to unfiltered stacks.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Yours sincerely, Mal Dale 93 Foster St, Leichhardt NSW 2040, Australia

This email was sent by Mal Dale via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Mal provided an email address (maldale@me.com) which we included in the REPLY-TO field.

Please reply to Mal Dale at maldale@me.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit:
www.rfc-base.org/rfc-3834.html

[REDACTED]

From: Kevin Man <campaigns@good.do>
Sent: Wednesday, 20 September 2017 8:18 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement as so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS.

The strategic justification for this project is very thin indeed. Its viability depends on even more tollways being built. These tollways will be a burden on the people of Sydney and many will be penalised because they cannot afford to pay tolls. There is almost no analysis of this phenomenon in the EIS.

The Rozelle Interchange involves three levels of tunnels crossing under densely settled streets of old houses. There have been no engineers at Sydney Motorway Corporation EIS sessions who can point to where a similar underground interchange has ever been built. SMC admit that this project would be very challenging at a technical level and that these challenges have not yet been addressed. No project should be approved with so little detail included in an EIS. To do so would expose the community to huge costs and dangers.

Given that current Westconnex workers can't even follow basic instructions of Westconnex imposed parking guidelines for parking in residential streets I fail to see how they could possibly achieve anything so technically challenging.

The justification for the project assumes that the F6, the Western Harbour Tunnel and other tollways will be built. The F6 project has not been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

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I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I object to unfiltered stacks.

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I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

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I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Yours sincerely, Kevin Man 2 Wolseley St, Haberfield NSW 2045, Australia

This email was sent by Kevin Man via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Kevin provided an email address (kevin.taikoz@gmail.com) which we included in the REPLY-TO field.

Please reply to Kevin Man at kevin.taikoz@gmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit:
www.rfc-base.org/rfc-3834.html

From: [REDACTED]
Sent: Monday, 4 September 2017 4:50 PM
To: [REDACTED]
Subject: FW: SSI 7485 submission

Categories: Follow-up

Hey [REDACTED]

Please see below submission.

Regards,
 [REDACTED]



**Planning &
 Environment**

From: Meredith Pratten [mailto:mpratten53@gmail.com]
Sent: Monday, 4 September 2017 3:21 PM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Subject: SSI 7485 submission

I object to the WestConnex M4-M5 link proposals as contained in the EIS application #SSI 7485 for the following reasons and I respectfully request the Minister reject the application.

The WestConnex and Western Harbour Tunnel proposals will cause major disruption and destruction to several historic communities in the Inner West. Heritage items and areas not directly affected will undoubtedly be degraded.

These proposals are very shortsighted as experiences overseas and in Australia have shown that motorways like WestConnex exacerbate problems such as pollution, respiratory diseases and climate change. The unfiltered stacks being proposed in these densely populated communities and near schools are highly irresponsible and further evidence of a lack of consideration by this government for the people and children of Sydney.

In addition expenditure on motorway developments diverts public and private investment away from public transport which has been proven to be a much cleaner and more efficient method of transporting people and goods around a city.

Motorways and tunnels inevitably cause bottlenecks which reduce the anticipated time savings and result in more congestion in local communities as traffic seeks out ratruns in attempts to avoid the tolls. And where do all the cars and trucks park when they reach their destinations?

Motorways are not the solution. Improved public transport is a much better use of our taxes. If our objections are ignored at least provide state of the art filtration systems and fair and just compensation for the destruction of and damage to our dwellings and communities.

Yours faithfully
Meredith Pratten
1 Isabella St
Balmain NSW 2041

From: [REDACTED]
Sent: Tue, 26 Sep 2017 00:35:23 +0000
To: [REDACTED]
Subject: FW: Submission Details for Kathleen Reynolds (object)

From: system@accelo.com On Behalf Of Kathleen Reynolds
Sent: Tuesday, 26 September 2017 10:34:36 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Kathleen Reynolds (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kathleen Reynolds
[REDACTED]

Address:
[REDACTED]

Petersham, NSW
2049

Content:

I object to the building of westconnex. It will only induce more traffic. Unfiltered stacks will lead to diesel particles entering the air around the stacks, and are known to cause lung cancer among other illnesses. Every city in the world, even in 3rd world countries, have realised that public transport is the answer to traffic congestion. Just look at the popularity of light rail in Lewisham/Dulwich Hill. These tunnels will end at the same congested point that the existing roads lead to. There will be bottlenecks at both ends and there will be little or no saving in travelling time.

The proposed tunnelling will risk ground movement and damage to homes. The EIS states that "There are a number of discrete areas to the north and north west of Rozelle rail yards, to the north of Campbell Rd St Peters, and in the vicinity of Lord St Newtown where ground water movement above 20 millilitres is predicted and damage to homes would have to be rectified. (Executive Summary, xvii-iii).

The risk of ground movement is less for tunnels 35 metres down, but parts of these tunnels are less than 10 metres down.

Building the interchange at St Peters will take away public land, and leave only "Parks" which are underneath flyovers. It will create an eyesore. It will create rat runs in residential areas, bringing pollution, noise, and the risk of accidents to previously quiet streets, and destroy the quality of life of the people living in these streets. The noise and pollution will destroy the unique inner city suburbs of Sydney which are part of our heritage as a city, and are amongst the most liveable areas of Sydney. At Green Square there will be trucks travelling at 70kph on 7 lane highways destroying the quality of life for all living in this very densely populated and pedestrianised area, and creating the risk of accidents. It will induce an extra 100,000 cars into the city where there is no parking and dramatically increase congestion there. It is already clear that commuters don't want toll roads and will avoid them. Commuters will take up public transport if it is offered. As Sydney grows the traffic congestion will increase exponentially, unless good public transport is available. Our money cannot be wasted on toll roads that no one wants.

[REDACTED]
Submission: Online Submission from Kathleen Reynolds (object)
https://majorprojects.accelo.com/?action=view_activity&id=225396

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: Tue, 26 Sep 2017 07:11:33 +0000
To: [REDACTED]
Subject: FW: Submission Details for Adam Monaghan (object)
Attachments: 225476_WestConnex Protest Submission for Application Number SSI
15_7485_2017Sep26_1706.pdf

From: system@accelo.com On Behalf Of Adam Monaghan
Sent: Tuesday, 26 September 2017 5:06:46 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Adam Monaghan (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Adam Monaghan
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:
See attached

[REDACTED]
Submission: Online Submission from Adam Monaghan (object)
https://majorprojects.accelo.com/?action=view_activity&id=225476

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

Adam Monaghan
2A Wellington Street,
Rozelle, NSW
2039

Re: application number SSI_7485

To Whom It May Concern:

I am writing to convey my deepest concerns about the proposed WestConnex M4-M5 Link EIS work in Rozelle. I believe the following:

- All ventilator shafts proposed for Rozelle and Lilyfield should be filtered for PM2.5.
- Vegetation and parkland surrounding any proposed works should be INCREASED.
- The proposed construction will have serious pollution impacts including air, sound and vibration.
- The proposed hours of construction are excessive and should be limited.
- Work near Rozelle Public School should be avoided.
- Community consultation is a MUST when changes are being mooted.
- The local children's health may be seriously affected.
- Toxic pollutants may be leached from the projects into local soil and groundwater.
- Footbridges must be accessible and plentiful.
- Houses will be damaged through tunneling.
- No tolls be imposed on the Iron Cove Link.
- Adequate planning for traffic – both pedestrian and vehicular – must be undertaken AND followed through with.
- Transport impact details must be published.
- Indeed public transport would be a better investment.
- Subcontractors will take already limited on street parking away from residents.

I am available for consultation on 0410 848 044 or at revolutioncoaching@gmail.com. I do not wish my details published publicly. For the record I have not made a reportable political donation over \$1000 in the past 2 years.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Adam Monaghan', with a long horizontal line extending to the right.

Adam Monaghan

NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

<https://westconnexactiongroup.good.do/makeyoursubmissiontothewestconnexm4m5eis/Submission-to-WestConnex-New-M4M5/>

Feedback on EIS for WestConnex M4-M5 Link (Application Number SSI 16 7485)

Thank you for the opportunity to give my feedback on the EIS for WestConnex M4-M5 Link. I oppose the project and outline my major concerns below, particularly those related to Rozelle Public School (the School) as a sensitive receptor.

Ventilation: Air pollution

WestConnex proposes unfiltered tunnel ventilation outlets of unknown heights: one approximately 250m northwest and three others approximately 700m south of the School. At present there is insufficient detail or evidence of analysis to determine the impact to the children at the School. Please provide the following:

- An analysis of current traffic volumes at 9am, noon and 3pm on Victoria Road adjacent to the school, and projected traffic analysis for school days both on Victoria Road adjacent to the School, and for both a tolled and toll-free Iron Cove Link tunnel adjacent to the School, at 9am, noon and 3pm, by commercial and non-commercial vehicle type,
- Evidence of current air pollution levels at the School from 9am, noon and 3pm for all school days in the past year, and the projected levels of air pollution at the School post-construction at 9am, noon and 3pm on day one, year one, year five and year ten, including carcinogenic diesel particulates, PM 2.5 particulates, and any other relevant measurement,
- Details of the prevailing wind and other relevant weather conditions at the School for each day in the past year,
- The final design of the 4 ventilation shafts proposed for Rozelle, including the height, diameter, façade and exact location, and a commitment that all ventilation shafts in Rozelle will be filtered for PM2.5,

Air pollution, noise and vibration during construction

Four to five years of construction works is proposed, including work as close to the School as Wellington Street, constructing the Iron Cove Link tunnel entrance and exit on Victoria Road approximately 250m from the School, with tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of their entire primary school education - during the entire time that our children are present on school grounds or at home.

Please provide a construction plan to include specific commitments and plans to:

- Limit negative impacts on our children's abilities to learn and play during these times,
- Eliminate noise at pre-school infants' nap-times and during tests at the School
- Minimise the impact of construction children's physical health, stress levels, and the impact on those with pre-existing respiratory conditions,
- Ensure children living within 500m of construction are able to receive full nights of sleep, as lack of sleep leads to tiredness and proven difficulty learning.

Soil pollution in construction

Please provide specific plans that ensure that construction will not cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and specific plans to eliminate the spread of soil contaminants throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

At present there is insufficient traffic management detail to ensure the safety to the children at the School both during construction and operation. Please provide the following:

- A traffic plan concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road and footpath users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic,
- Details of traffic modelling concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road users, including buses, pedestrians and cyclists during operation whilst the Iron Cove Link is toll-free, and if the Iron Cove Link is tolled in future, including any potential rat runs created by road users avoiding tolls,
- A traffic plan to maximise our children's health and safety and ability to walk to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park, and the School swim carnival at Drummoyne pool,
- Details of the impacts on bus routes and stops, and cycle paths and footpaths within 500m of construction, including but not limited to Victoria Road during construction and operation,
- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

Other major concerns I have include:

I find the lack of consultation intrusive & assumptive. I'm clear that the destruction of Haberfield is degrading to our area. I refuse to let that happen in Rozelle.

For the sake of our community, our families, and our children, I hope you will be able to consider and address these important concerns.

Yours Sincerely,

Adam Manghan

Signature:

I allow / do not allow for my personal details to be published.

I have not made a reportable political donation over \$1000 in the past 2 years.

Name:

Adam Manghan

Address:

24 Wellington St. Rozelle NSW 2039

Email:

revolutioncoaching@gmail.com

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 27 September 2017 3:23:34 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I live on Waterloo Street which is very close to the proposed unfiltered ventilation stack in Rozelle. Similarly my children attend Rozelle Public School which is also very close to the proposed stack. It seems to only make sense that with such a dense surrounding population, the stacks should be filtered. I consider that as many trees as possible should be planted around the entrances, exits and stacks to assist with filtering the air and to improve the overall look. I would very much welcome a footpath over Victoria Road as part of the developments (near the Darlinh Street) which would help improve safety for local school children. I also have extreme concerns about the impact upon traffic over the Iron Cove bridge and through Drummoyne while is already unable to cope in mornings and afternoons. The only solution I can see is tunnelling from Rozelle under the Iron Cove Bridge and under Drummoyne with the entrance to the tunnel in Drummoyne rather than Rozelle. Otherwise it simply does not solve the traffic issue.

[REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=225540

Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link
https://majorprojects.accelo.com/?action=view_site&id=3247

From: Greta Werner <campaigns@good.do>
Sent: Thursday, 21 September 2017 4:04 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I am a mother of three and am deeply concerned about the effects of added airborne pollution on the health of our children. A WestConnex ventilation stack has been planned within 700 meters of the school my children attend, and the New M4/M5 will only make matters worse.

I call on the Minister for Planning to reject this Environmental Impact Statement as so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS.

The strategic justification for this project is very thin indeed. Its viability depends on even more tollways being built. These tollways will be a burden on the people of Sydney and many will be penalised because they cannot afford to pay tolls. There is almost no analysis of toll avoidance and its link to cost of living pressures in the EIS.

The Rozelle Interchange is no more than a design concept. It involves three levels of tunnels crossing under densely settled streets of old houses. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. SMC admit that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. No project should be approved with so little detail included in an EIS. To do so would irresponsibly expose the community to huge costs and dangers without adequate investigation.

The justification for the project assumes that the F6, the Western Harbour Tunnel and other tollways will be built. The F6 project has not been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the WestConnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I object to unfiltered stacks.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Yours sincerely, Greta Werner 47 Judd St, Banksia NSW 2216, Australia

This email was sent by Greta Werner via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834

we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Greta provided an email address (greta808.gw@gmail.com) which we included in the REPLY-TO field.

Please reply to Greta Werner at greta808.gw@gmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: Timothy Mark Carroll Carroll <campaigns@good.do>
Sent: Thursday, 21 September 2017 12:27 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement as so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS. Dear Sir/Madam, I have been following the West Connex project as an interested resident since it was first mooted. I believe that it will have truly devastating effects on Sydney for a long time to come and will do this City no favours as we try to become one of the world's great cities leading to 2020. Private transport is no answer to our City's long-term needs – excellent public transport is. The public funds being put into this project should, in my opinion, be put into public transport. The fact that so much of the dealings have been secret and unavailable for expert and or public scrutiny always leaves a bad taste in the public's mouth – all people appreciate being a part of a process that will affect them significantly, as WestConnex does. The fact that we are transferring many public lands into private hands does not sit well either: all surveys done recently show that the NSW Public are dis-trustful of this process and believe that it advantages certain individuals and corporations over the public. Governments exist to do as much good as possible for the majority of people, WestConnex does not bear this badge and advantages a small number of people at great cost to our heritage and future. I completely reject the next stage of WestConnex and ask the Minister to NOT approve it. There will be massive public protest indicating how many people believe that the next extension is a BAD result for Sydney.

Tim Carroll 12 Tennent Parade Hurlstone Park NSW 2193

_____ This email was sent by Timothy Mark Carroll Carroll via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Timothy Mark Carroll provided an email address (timbyds@yahoo.com.au) which we included in the REPLY-TO field.

Please reply to Timothy Mark Carroll Carroll at timbyds@yahoo.com.au.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: Ryan Easter <campaigns@good.do>
Sent: Thursday, 21 September 2017 11:51 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement as so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS.

These motorways are a waste of tax payers money and will continue gouge residents for years to come. This whole project is rigged, you should all be ashamed of yourselves.

The strategic justification for this project is very thin indeed. Its viability depends on even more tollways being built. These tollways will be a burden on the people of Sydney and many will be penalised because they cannot afford to pay tolls. There is almost no analysis of toll avoidance and its link to cost of living pressures in the EIS.

The Rozelle Interchange is no more than a design concept. It involves three levels of tunnels crossing under densely settled streets of old houses. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. SMC admit that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. No project should be approved with so little detail included in an EIS. To do so would irresponsibly expose the community to huge costs and dangers without adequate investigation.

The justification for the project assumes that the F6, the Western Harbour Tunnel and other tollways will be built. The F6 project has not been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I object to unfiltered stacks.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Yours sincerely, Ryan Easter

This email was sent by Ryan Easter via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Ryan provided an email address (ryanwilliameaster@gmail.com) which we included in the REPLY-TO field.

Please reply to Ryan Easter at ryanwilliameaster@gmail.com.

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www.rfc-base.org/rfc-3834.html

From: Sally Hardy <campaigns@good.do>
Sent: Thursday, 21 September 2017 11:05 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement as so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS. I object to the whole Westconnex project. It is unnecessary and pours tax payer money down the drain instead of planning an integrated public transport system.

I object to the westconnex project as a whole as it does not address the original objectives of taking heavy vehicle traffic to Port Botany & people from Western Sydney to the Airport.

There is no strategic justification for this project and what has been presented has no substance and is based on false modelling. The viability of the project depends on ever more tollways with no regard for community. Tollways are a burden on the people of Sydney and with many less well off being penalised finding they are unable to afford to pay tolls. There is no analysis of toll avoidance and its link to cost of living pressures in the EIS.

The Rozelle Interchange is an uncosted design concept involving three levels of tunnels crossing under densely settled streets of a heritage area there is no functional plan to manage the risks of noise & vibration impacts to this area to say nothing of possible subsidence. No management plan to mitigate risks & impacts to properties has been included and no process for compensation or remediation has been included. The Sydney Motorway Corporation "experts" at the EIS sessions know no similar underground interchange has been ever been built. SMC know that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. This project should be not approved with the little detail included in this EIS. This would irresponsibly expose the community to huge costs and dangers without adequate investigation.

This whole project is justified by the assumption that the F6, the Western Harbour Tunnel and other tollways will be built. Neither the F6 nor the WHT projects have been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic modelling which has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead. The entire basis of this project is based on flawed traffic modelling.

This project is not is a solution to traffic congestion. It is a project that is 60 years out of date and is inconsistent with current trends in thinking regarding integrated public transport system, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no

field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

The justification for the project depends on speculative traffic predictions for the future. These forecasts are wrong, based on flawed modelling leading to the air quality and noise impacts analysis being flawed.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion with the assumption more roads will need to be built to cope with the additional traffic impacting on the CBD, Mascot, Rozelle, Haberfield & Alexandria etc at the edges of the project. It seems to me it is physically impossible to put the volume of traffic forecast on the roads, especially leading to the ANZAC bridge which is at capacity now.

The NSW government needs to halt this project, step back and commission a study of alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial at best and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. The State government has missed an opportunity to make Sydney liveable into the future instead it has dragged it back to the 1960s.

There is no serious engagement with the City of Sydney alternative plan. This is disgraceful. And no serious study of alternatives..

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to exposing residents in from Haberfield to St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield, the EIS does not adequately represent the impact of overlapping years of construction on those areas.

I object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous choked road to become more congested & dangerous with the influx of spoil trucks with dogs 24 hours a day.

I object to unfiltered stacks pouring pollution which will not only impact the surrounding suburbs but raise the overall pollution levels of the city as a whole. The concentration of stacks in the Rozelle interchange is unprecedented spewing pollution over densely populated suburbs – utterly disgraceful.

I know that the air quality analysis is based on notoriously flawed traffic projections. There is no safe level of air pollution and the government is recommending that these levels be raised with no thought to future health impacts on either the community local to these pollution stacks but to the city as a whole, nor taking into account the future cost of these health impacts. The EIS should not be approved and certainly not until an independent scientific review has taken place.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels with open windows and will be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the wholesale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object the whole EIS. This project has already subjected thousands of people to tunnelling noise during the night for weeks at a time. In some cases longer than three weeks. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS in which everything is “indicative” and none of these types of issues have been addressed. – leaving it up to the purchaser of the roadway to make these decisions and leaving the community no recourse and the Government washing their hands of the whole grimy process.

This EIS is not an environmental impact statement it is a fantasy full inaccuracies, false statements, red herrings, hidden meanings a document which should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which was put together by a band of incompetents and for a project which will not achieve the stated objectives.

Yours sincerely, Sally Hardy 77 Piper St, Lilyfield NSW 2040, Australia

This email was sent by Sally Hardy via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Sally provided an email address (sallyhardy@icloud.com) which we included in the REPLY-TO field.

Please reply to Sally Hardy at sallyhardy@icloud.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

| | |
|--|--|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: <u>SALLY HARDY</u> |
| | Address: <u>77 PIER STREET</u> |
| Application Number: SSI 7485 | Suburb: <u>LILLYFIELD</u> Postcode <u>2040</u> |
| Application Name: WestConnex M4-M5 Link | Signature: <u>Sally Hardy</u> |
| <p style="text-align: center;">Please <u>include</u> my personal information when publishing this submission to your website Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.</p> | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

1. I do not accept that King Street traffic congestion will be improved by this project, There should be a complete review of the traffic modelling that does not appear to take sufficient notice of the impact of pouring 51000 extra cars down Euston Rd on top of increases in population in the area. Given that there is no outlet between the St Peters and Haberfield or Rozelle, all traffic going to the CBD, East or into the Inner West will use local roads.
2. EIS 6.1 (Synthesis, Page 45) states. "*..... this may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval*". It is unstated just who would have responsibility for such a "review(ed) for consistency", and how these changes would be communicated to the community. The EIS should not be approved till significant 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment (ie : the Sydney Water Tunnels issues at 12-57)
3. I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed. There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
4. Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?
5. An on-line interactive map was published with the M4-M5 Concept Design that indicated a very wide yellow 'swoosh' that is upwards of a kilometre wide in some sections of the M4-M5 proposals. SMC have NEVER publicly published or acknowledged that the contractor to be appointed to build the tunnels will be 'encouraged' to do so within the yellow swoosh footprint, but may go outside the indicative swoosh area if found necessary after further geotech and survey work. The proposed Sydney Water Tunnels surveys (EIS 12-57) could potentially see a dramatic change in the tunnel alignments in the Newtown area. Why were these surveys not done during the past three years such that 'definitive' rather than 'indicative' alignments could be published. The EIS should be withdrawn till such time that it is a true and fair 'definitive' document open for genuine public comment.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I submit my strongest objections to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: Sally Hareby

Signature: [Handwritten Signature]

Please **include** my personal information when publishing this submission to your website

Declaration: I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 77 Piper St

Suburb: Gwyfield Postcode: 2040

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name:
WestConnex M4-M5 Link

- Alternative access route for trucks – Leichhardt: The EIS states that there are 'investigations' occurring into alternative access to the Darley Road site. The EIS does not provide any detail on which residents can comment about alternative access which would keep trucks off Darley Road. The plans for alternative access should be expedited. It should be a condition of approval that the alternative access is confirmed and that no spoil trucks are permitted to access Darley Road due to the unacceptable noise, safety and traffic issues that the current proposal creates
- I do not consider so many disruptions of pedestrian and cycle ways to be a 'temporary' impact. Four years in the life of a community is a long time. The EIS acknowledges that there will be more danger in the environment around construction sites. It is a serious matter to deliberately take steps to reduce the safety of a community, especially when as the traffic analysis shows there will be a legacy of traffic congestion even in 2033. A promise of a plan is NOT an answer to those concerned about the impacts.
- The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1,000s more per day onto the roads to the Airport which are already at capacity.
- Where is the commitment to community consultation and to long term planning when the EIS for the M4/M5 Link is released before any response to the extensive community feedback on the M4-M5 Link concept design could possibly have been seriously considered. This demonstrates deep government contempt for the people of NSW and the communities of the Inner West of Sydney in particular.
- The impact of the project on cycling and walking will be considerable around construction sites. The promise of a construction plan is not sufficient. There has not been sufficient consultation or warning given to those directly affected or interested organisations. There needs to be a longer period of consultation so that the community can be informed about the added dangers and inconvenience, especially when you consider that it is over a 4 year period.
- There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.

STOP THIS PROJECT

Campaign Mailing Lists: I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: Sally Aaron

Signature: [Signature]

Please **include** my personal information when publishing this submission to your website
Declaration : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 77 PIRIE ST

Suburb: Lilyfield Postcode: 2040

Submission to:

Planning Services,
 Department of Planning and
 Environment
 GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5
 Link

- ◆ **Crash statistics – City West Link and James St intersection.** The EIS only analyses crash statistics near the interchanges. It does not provide any detail as to the number of crashes at the James St/City West Link intersection which, on Transport for NSW's own figures, is the third most dangerous intersection in the inner west. Nor does it comment on the two fatalities that occurred on Darley Road near the proposed construction site. The EIS needs to detail the increased risk in crashes that will be caused by the additional 170 vehicles a day that are proposed to enter and leave Darley Road during the construction period.
- ◆ **I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed.** There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
- ◆ **The tunnels under Rozelle/Lilyfield are going to be in three levels.** The EIS does not explain what safety procedures are being built into the project to deal with situations like serious congestion, accidents or fire. With a serious hold up on the deepest of these tunnels it is clear that the air quality will very quickly become toxic unless substantial air conditioning is a major part of the design. There is no in depth detail about how these issues are going to be addressed. This is not acceptable.

STOP THIS PROJECT

- ◆ **The TfNSW website says "The Sydney Metro West project is Sydney's next big railway infrastructure investment" but the Cumulative Impact assessment by AECOM (App C) does not include West Metro.** A business case for West Metro should be completed before determination of the Project.
- ◆ **Emissions were not modelled beyond 2033.** This is an omission, as the contractual life of the project is significantly longer, until 2060. The EIS states, on page 22-15 that 'it is expected that savings in emissions from improved road performance would reduce over time as traffic volumes increase'. Therefore, the longer-term outcome of the project is likely to be an increase in GHG emissions
- ◆ **Improving connectivity with public transport, including trains, light rail and bus services in the inner west would make the Parramatta Road corridor a more attractive place to live, work and socialise.**
- ◆ **Given that the modelling for air quality is based on the traffic modelling, which, as shown above, is fundamentally flawed, and given poor air quality has a significant health impact the EIS should not be approved until an independent scientifically qualified reviewer has analysed the stated air quality outcomes and identified any deficits**

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name:

Sally Hardy

Signature:

Sally Hardy

Please include my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.

Address:

77 PIRIE STREET

Suburb:

LILYFIELD

Postcode

2040

I object to the WestConnex M4-M5 Link proposals for the following reasons:

- A. THE LATEST EIS WAS RELEASED JUST TEN BUSINESS DAYS AFTER FEEDBACK PERIOD ENDED FOR THE CONCEPT DESIGN FOR THE M4/M5 AND BEFORE PRELIMINARY DRILLING TO ESTABLISH A ROUTE THROUGH THE INNER WEST IS COMPLETED. WHAT IS THE RUSH? THIS EIS IS LITTLE MORE THAN A CONCEPT DESIGN AND IS FAR LESS DEVELOPED THAN EARLIER ONES. IT IS COMPOSED OF MANY INDICATE ONLY PLANS SUCH THAT IT IS IMPOSSIBLE TO KNOW WHAT THE IMPACTS WILL BE AND YET APPROVAL IS BEING SOUGHT IN A RUSH. THE EIS IGNORES MORE THAN 1500 SUBMISSIONS, INCLUDING ONE OF 142 PAGES FROM THE INNER WEST COUNCIL.
- B. ONE TOLL ROAD LEADS TO ANOTHER 3 BEING PROPOSED. THE EIS'S FOR THE M4 EAST AND THE NEW M5 ARGUED THE CASE THAT SERIOUS CONGESTION CREATED NEAR INTERCHANGES WOULD BE SOLVED ONCE THE M4/M5 WAS BUILT. NOW IT SEEMS THIS IS NOT THE CASE AND MORE ROADS WILL BE NEEDED TO RELIEVE THE CONGESTION - WHERE DOES THIS END? ACCORDING TO THE M4/M5 EIS THE REAL BENEFITS WILL DEPEND ON BUILDING THE WESTERN HARBOUR TUNNEL, THE AIRPORT LINK AND A TOLLWAY HEADING SOUTH. NONE OF THESE PROJECTS HAVE BEEN PLANNED, LET ALONE APPROVED BUT YET ARE PART OF ADDRESSING THE CONGESTION IMPACTS ACKNOWLEDGED FOR THE M4/M5 LINK PROJECT. GIVEN THIS HOW IS IT POSSIBLE TO KNOW OR ADDRESS THE IMPACTS OF THE M4/M5 LINK, UNLESS THIS IS JUST YET MORE JUSTIFICATION FOR YET MORE ROADS?
- C. RESEARCH ABOUT ROADS CLEARLY DEMONSTRATES THAT ROADS CREATE CONGESTION. THE WESTCONNEX PROJECT IS NO DIFFERENT AND THE EIS CLEARLY INDICATES THAT THIS IS AN IMPACT OF THE
- M4/M5 AND THE CONSEQUENT ROADS THAT WILL FOLLOW. WHERE WILL THIS END AS THE M4/M5 LINK EIS ITSELF INDICATES THE RMS IS ALREADY HARD AT WORK CONSIDERING HOW TO SOLVE THESE PROBLEMS - OF CONGESTION CAUSED BY ROADS.
- D. WHERE IS THE COMMITMENT TO COMMUNITY CONSULTATION AND TO LONG TERM PLANNING WHEN THE EIS FOR THE M4/M5 LINK IS RELEASED BEFORE ANY RESPONSE TO THE EXTENSIVE COMMUNITY FEEDBACK ON THE M4-M5 LINK CONCEPT DESIGN COULD POSSIBLY HAVE BEEN SERIOUSLY CONSIDERED. THIS DEMONSTRATES DEEP GOVERNMENT CONTEMPT FOR THE PEOPLE OF NSW AND THE COMMUNITIES OF THE INNER WEST OF SYDNEY IN PARTICULAR.
- E. THE EIS WAS PREPARED BY GLOBAL ENGINEERING FIRM AECOM, WHICH ALSO PREPARED THE EIS FOR STAGES 1 AND 2. WHEN HE APPROVED THESE EARLIER STAGES, THE THEN MINISTER FOR PLANNING ROB STOKES POINTED TO CONDITIONS OF APPROVAL THAT WOULD MINIMISE IMPACTS ON COMMUNITIES. BUT THE IMPACTS HAVE TURNED OUT TO WORSE THAN EXPECTED.
- F. FOR EXAMPLE, THE AECOM EIS FOR THE NEW M5 FAILED TO DEAL WITH HOW THE MASSIVELY CONTAMINATED LAND FILL AT ALEXANDRIA WOULD BE MANAGED DURING CONSTRUCTION. AFTER MONTHS OF SICKENING ODOURS, THE NSW EPA ADMITS THAT DESPITE FINING SMC AND REQUIRING CONTRACTORS TO TAKE MEASURES TO CONTROL ODOURS, THEY HAVE NOT STOPPED. IT ACKNOWLEDGES THAT IT DOES NOT HAVE THE POWER TO STOP WORK UNTIL WESTCONNEX CONTRACTORS COMPLY WITH ENVIRONMENTAL REGULATIONS.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name

SAUL HARON

Email

Mobile

Submission to: Planning Services, Department of Planning and Environment. GPO Box 39, Sydney, NSW, 2001

Attention: Director, Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

Name: SAULY HADY 23-9-17 090085-M00005

Signature: [Handwritten Signature]

Please include/delete (cross out or circle) my personal information when publishing this submission to your website. Declaration: I have not made any reportable donations in the last two years.

Date: 23-9-17

Address: 77 PIPER ST

Suburb: LILYFIELD Postcode: 2040

I OBJECT TO THIS Environmental Impact Statement (EIS). My reasons are as follows.

There is a lack of strategic justification for the project. No feasible alternatives have been developed or assessed.

This EIS is a strategy-only document. It does not commit to any design and it therefore does not address any local impacts created by the proposed M4-M5 Link. Instead, it prepares the pathway for the sale of the Sydney Motorway Corporation (SMC) to the private sector, which would remove from the Government the responsibility, oversight and control of the final design, cost and implementation of the M4-M5 Link.

Importantly, the M4-M5 Link fails to meet the primary objectives of providing a direct motorway connection between Western Sydney and Sydney Airport and Port Botany.

While the Rozelle Interchange is supposed to be opened in December 2023, the design is so preliminary and so complex (and would be incredibly expensive if it were to proceed) that it should be treated as a separate stage of the project to ensure that potential private sector funders are willing to invest in it.

There will be major impacts on the Anzac Bridge (projected 60% increase in daily traffic) and the CBD. The EIS forecasts major impacts on bus travel times and reliability.

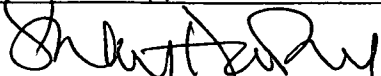
The EIS does not adequately account for impacts on health and air quality. Very concerning, it identifies an additional five (5) unfiltered ventilation stacks to be constructed in Rozelle/Lilyfield. Additionally, local surface roads will be widened and traffic volumes will increase – with associated increased air quality risks.

In summary, the EIS treats the public – our communities – with contempt. It offers no final design, no commitment to improved transport and only vague and unreliable traffic modelling.

If the M4-M5 Link proceeds, the people of the affected inner west suburbs – and indeed in wider Sydney – will have a highly destructive, intrusive motorway that escalating tolls will make extremely unpopular, and therefore avoided wherever possible. In turn, this will inevitably create traffic congestion in smaller, local streets.

I believe the real purpose of this EIS is to get NSW Government approval so that the opportunity to design, build, operate, maintain and put a toll on the road can be sold to private investors – a process completely outside of the scrutiny of the public (taxpayers) who will bear the ill-effects on their various communities for decades to come.

I call on the Secretary of NSW Planning to advise the Minister to reject this entire EIS and re-write it prior to any further work on the other sections of WestConnex continuing.

| | |
|---|---|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: SALLY HARBY Address: 77 PIRIE STREET |
| Application Number: SSI 7485 | Suburb: Postcode LILYFIELD 2040 |
| Application Name: WestConnex M4-M5 Link | Signature:  |
| Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

1. I object to the way this project is hailed by the Minister for Western Sydney, Stuart Ayres, as for the benefit of western Sydney when hardly any parts of Sydney west of Parramatta are even mentioned in the EIS. All the reasons for this stage of WestConnex are about linking the new M4 and M5 to the western harbour tunnel and northern beaches tunnel. Or they talk about links to the "Sydney Gateway" to the airport and Port Botany and they are not even part of this project.
2. The original objectives of the WestConnex project specified improving road and freight access to Sydney Airport and to Port Botany. We now have the proposals for all three stages and the Sydney Gateway to the airport and port Botany are not included in any of them. The community is asked to support this proposal on the basis of more unfunded projects, based on "artistic" impressions.
3. The EIS accepts that drivers from lower income households are more likely to travel longer distances to avoid tolls because of the cost. So you either pay the high tolls (capped at \$7.95 in 2015 dollars) or you drive for longer to avoid the tolls. We have seen this already where commuters have decided to drive on Parramatta Rd without tolls, not the new M4 with the new tolls.
4. Because of the high tolls drivers who have to travel east daily will look for alternative routes and build up the traffic on local roads, both here in western Sydney, on Parramatta Rd and all the way to the city. There is no way the WestConnex roads will reduce traffic on un-tolled roads with tolls on the WestConnex sections so high.
5. I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community for independent assessment. We are just told to accept all the assertions that the tollways will relieve traffic on other roads, particularly Parramatta Rd.
6. The EIS admits that the five plus years of construction of the M4-M5 Link will worsen traffic on Parramatta Rd. In these circumstances it is outrageous for motorists to be asked already to pay up to up to \$20 a day in tolls. I object to the fact that this is not considered or factored into the traffic analysis.
7. The UK and European states are more and more concerned about the bad effects of car emissions on people's health and are taking steps to tougher emission standards. Here the state government is promoting car use at the expense of public health concerns. I object to the WestConnex project because of the increased car emissions it will cause.
8. Public transport is rejected by the EIS so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I ask that this project be refused approval by the Secretary of Planning.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

23.9.17

| | |
|---|---|
| Submission to: Planning Services Department of Planning and Environment GPO Box 39, Sydney, NSW 2001 | Name: SALLY HARVEY Signature: <i>[Signature]</i> |
| Attention: Director – Transport Assessments | Please include / delete (cross out or circle) my personal information when publishing this submission to your website. Declaration: I HAVE NOT made any reportable political donations in the late 2 years. |
| Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link | Address: 77 RPEK ST Suburb: WYFIELD Postcode: 2040 |

I am registering my strong objections to Stage 3 of Westconnex, the M4-M5 link for the following reasons:

- 1.SMC have made it extremely difficult for the community to access hard copies of the EIS. The local Glebe library only has one copy and this is the situation at other local libraries. There are very limited hours of access to these locations outside normal working hours. Access to the EIS is very difficult without access to a personal computer. This totally restricts open community engagement.
- 2.The EIS gives no information about changes to traffic increases entering the Sydney CBD caused by the Westconnex. Duncan Gay when asked about this, in connection to huge increases of traffic predicted to enter the city from Westconnex at St Peters, would only say that traffic would disperse! So thousands of extra vehicles would magically disperse – where? There is no plan for this. RMS has only just started work to identify which roads will need to be upgraded to deal with these vast numbers of extra vehicles entering the city. So it is impossible to form an understanding of the true Environmental impacts of this project – which is the very purpose of an EIS.
- 3.The Westconnex has been described as an integrated transport network solution. This is totally untrue as the role and integration with public transport and freight rail has not been assessed. The Government recently committed to a Metro West so this throws into question the need for Westconnex. This is especially so as the Westconnex business case outlines a shift from public transport to toll roads as a benefit. This needs to be justified economically. The EIS does not do this.
4. At the Rozelle Rail Yards site there will be 2 entry/exits for Heavy vehicles off the City West Link. Extra traffic controls are to be set up with extra sequences of traffic light controls to enable spoil trucks to access and exit this site. It is stated there will be 517 Heavy Truck movements as day of which 46 will be in Peak hours, plus 10 truck movements from the Crescent site. Maps showing the truck movements show that all these trucks will use the City West link. Similar maps for Darley Rd dive site also show trucks from there using the City West Link. At a consultation with a Westconnex staff member it was stated that trucks removing spoil from Camperdown dive site would be stationed and called up from James Craig Rd, so there will also be a constant movement of trucks from this location onto the City West Link. The EIS states the cumulative effect of truck movements from all sites onto the City West Link will be 700 one way Heavy truck movements a day and of that 208 will be in Peak hours. This will cause total gridlock. The EIS says other routes maybe considered; there are no details of these. This is unacceptable as it would allow a privately owned SMC to make whatever decisions they saw fit when and if the EIS is approved with no input from the community allowed.
- 5.The removal of Buruwan Park for road widening and the realignment of the Crescent is a particular loss of badly needed parkland. This park was established as a nature corridor and a buffer to shield the local residents from City West Link, there are mature trees on this site, it was not intended as a children's recreational area with play equipment, the description in the EIS is inaccurate. Buruwan Park also has a main cycle route running through it. The alternative route being suggested is poor and takes no account of encouraging cycling as a mode of transport. The alternative routes are based on distance only and take no account of time taken or topography. Had this been done then this would have changed the assessment for the removal of the existing cycle/walkway bridge over the City West link. There is also no mention of this bridge being replaced after construction of the Westconnex. This is not acceptable.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: Sally Hardy

Signature: [Handwritten Signature]

Please **include** my personal information when publishing this submission to your website
Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Address: 77 PARR STREET

Suburb: LILYFIELD Postcode: 2040

Submission to:

Planning Services,
 Department of Planning and Environment
 GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- a) The Air quality data provided in the EIS is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
- b) I am appalled to read in the EIS that more than 100 homes across the Rozelle construction sites will be severely affected by construction noise for months or even years at a time. This would include hundreds of individual residents including young children, school students and people who spend time at home during the day. The predicted levels are more than 75 decibels and high enough to produce damage over an eight hour period. Such noise levels will severely impact on the health, capacity to work and quality of life of residents. NSW Planning should not give approval to a project that could cause such impacts. Promises of potential mitigation are not enough, especially when you consider the ongoing unacceptable noise in Haberfield during the M4East construction.
- c) The EIS claims to have saved Blackmore Park and Easton Park due to negative community feedback. I am concerned that this is a false claim and that this site was never really in contention due to other physical factors. I would like NSW Planning to investigate whether this claim is correct to have heeded the community is false or not.
- d) The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction. (Executive Summary xviii)
- e) The volume of extra heavy traffic in the Rozelle area and the acknowledged impact this will have on local roads is completely unacceptable to me.
- f) The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
- g) A lot of work has gone into building cycling and pedestrian routes in Rozelle and Annandale. Interference and disruption of routes for four years is not a 'temporary' imposition.

Submission to: Planning Services, Department
of Planning and Environment. GPO Box 39,
Sydney, NSW, 2001

Attention Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

Name: Sally Harvey

Signature: Sally Harvey

Please include/delete (cross out or circle) my personal
information when publishing this submission to your
website. Declaration: I have not made any reportable
donations in the last two years.

Address: 77 PIPER STREET

Suburb: LILYFIELD

Postcode: 2040

This document is vague, lacking in detail confusing and confused. Here are my objections:

1. It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With massive number of extra truck **four unfiltered emissions stacks** in the area plus a **large number of exit portals**, the residents of this area will suffer greatly from **poisonous diesel particulates**. This is negligent when you consider that, the World Health Organisation in 2012 declared **diesel particulates carcinogenic**. As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments and surrounds will experience **increased traffic with associated noise and air pollution**— most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe.
2. Also, the widening of the Crescent between the city West Link and Johnston street with **an extra lane being constructed** will lead to heavy traffic congestion on a road that has **3 Primary/Infants schools**.
3. The EIS states that property damage due to ground movement "may occur, further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement and subsidence is lessened** where tunnelling is more than **35 metres underground**. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are astonishingly shallow eg **John St at 22metres Hill St at 28metres Moore St 27 metres**. (Vol 2B Appendix E Part 2) **Catherine St at 28metres** (Vol 2B Appendix E Part 1). At these shallow depths, the homes above would sustain serious structural damage and cracking.
5. Rozelle Rail Yards will have **400 car parking spaces** provided for workers (EIS). The daily workforce for these sites is stated to be approximately **550**. This means that **150 vehicles** will need to **park in nearby local streets** which are already over-subscribed during weekdays by commuters taking the light rail.
6. The removal of spoil from the Rozelle Rail Yards will lead to **the largest number of spoil truck movements** on the entire Stage 3 project: **517 Heavy truck movements a day**, of which 46 are stated to take place during peak hours.
7. **The removal of Buruwan Park** between The Crescent and Bayview Crescent/Railway Parade, Annandale to accommodate the widening realignment of the Crescent would be a direct loss of much-needed parkland in this inner city area.
8. The proposed building of a park in the area of the Goods Yard right in the middle of a large number of exit portals and **poisonous smoke stacks** borders on being criminally negligent. This new "recreational area" children will be unaware that they are being poisoned.
9. The introduction of the EIS clearly states that the information in the EIS is "indicative of the final design only. The reality of this statement means that the project may be completely different to stated plans in the EIS. Furthermore although the EIS indicates what is to be expected when construction begins, it also states that that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed upon. This may result in major **changes to the project design and construction methodologies**. The community would have **no say in this process**.

23.9.17

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Submission to:

Name: SALLY HARDY

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Signature: [Handwritten Signature]

Attn: Director – Transport Assessments

Please include my personal information when publishing this submission to your websiteDeclaration: I HAVE NOT made any reportable political donations in the last 2 years.

Application Number: SSI 7485 Application

Address: 77 Ppx St

Application Name: WestConnex M4-M5 Link

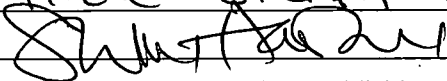
Suburb: WILKIE Postcode: 2040

- A. It is outrageous to suggest that four unfiltered stacks would be built in one area in Rozelle + I OBJECT to THIS PROPOSAL
- B. The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk. I OBJECT ON ALL LEVELS TO THIS
- C. It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.
- D. The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
- E. I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.
- F. I do not consider it acceptable that cycling/pedestrian routes should be changed for four years in Annandale and Rozelle in ways that will make cycling more difficult and walking less possible for residents with reduced mobility. These are vital community transport routes.
- G. 602 homes and more than a thousand residents near Rozelle construction sites would be affected by noise sufficient to cause sleep disturbance even if acoustic sheds and noise walls are used..The EIS promises negotiation to provide even more mitigation on a one by one basis. This is not acceptable to me. As other projects have demonstrated, those with less bargaining power or social networks have been left more exposed. In any case, there is no certainty that additional measures would be taken or be effective.

23.9.17

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485
Application name - WestConnex M4-M5 Link

| | | | |
|--|---|--------|---------------------------|
| Name: | John SALLY HADBY | | |
| Address: | 77 RPEK STREET | Suburb | Leichhardt Post Code 2040 |
| Signature: |  | | |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No | | | |
| Declaration: I have not made any reportable political donations in the last 2 years. | | | |

I **object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Non-compliance with SEARS

- I **object** to the proposal because it does not comply with the SEARS requirements. The EIS must include, but not necessarily be limited to, a description of the project and **all components and activities** (including ancillary components and activities) required to construct and operate it, including the location and operational requirements of construction ancillary facilities and access.

The EIS has been released before the proponent is able to describe how it actually plans to carry out construction activities at Darley Road, Leichhardt, in particular the plan for staging the arrival of spoil trucks.

Hours of operation

- I **object** to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4):

'Spoil handling associated with tunnelling supported by the Darley Road civil and tunnel site would occur 24 hours a day, seven days a week. Spoil would be handled below ground wherever practicable to reduce the potential for amenity impacts in adjacent areas. Spoil handling at the surface outside standard day time construction hours would occur within an acoustic shed to manage potential amenity impacts. Spoil removal from this site would only occur within standard construction hours, between 7.00 am and 6.00 pm Monday to Friday, and between 8.00 am and 1.00 pm on Saturdays.'

The EIS allows for the possibility of spoil handling above ground 24 hours 7 days a week. The EIS fails to assess or explain the impacts of this on the residents in nearby streets. These impacts could include construction noise, light and heavy vehicles (other than spoil trucks), workers arriving for shifts and leaving after shifts. It is not clear to what extent the acoustic shed will contain noise. The Jim Holt report stated that the acoustic shed would not operate effectively due to its location on the site. It is not clear whether the proponent will mandate the contractor to employ the highest level of acoustic protection rather than what is feasible.

I **object** to the EIS and the Darley Rd construction site. The proponent should be directed to abandon its plan for a dive site as it is clear impacts are too great for the community. At the very least the site should be restricted to standard construction hours for all operations above ground and there should be no shifts commencing or ending outside of standard construction hours. The proponent should be directed to find a site where its operations will not impact on residents outside of standard construction hours.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: R. Saxon

Signature: RL

Please **include** my personal information when publishing this submission to your website
Declaration : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 87 FRANCIS ST

Suburb: LEICHHARDT Postcode: 2040

and opened with full knowledge that it was to be acquired. The lessee and sub-lessees should not be permitted compensation in these circumstances. The demolition of the entire building (which the EIS confirms will occur) is wasteful and represents mismanagement of public resources.

Submission to:

Planning Services,
Department of Planning and
Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485
Application

Application Name: WestConnex M4-M5
Link

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I wish to submit my objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485. The reasons for objecting are set out below.

Name: Sally HADON

Signature: [Signature]

Please include my personal information when publishing this submission to your website

Declaration : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 77 PIRRELL STREET

Suburb: Glenfield Postcode: 2040

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- i . EIS is Indicative only – Pyrmont bridge Road site – The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. This is because the EIS states ‘the detail of the design and construction approach is indicative only’ and is subject to ‘detailed design and construction planning to be undertaken by the successful contractors.’
- ii . The EIS gives no information about changes to traffic increases entering the Sydney CBD caused by the Westconnex. Duncan Gay when asked about this, in connection to huge increases of traffic predicted to enter the city from Westconnex at St Peters, would only say that traffic would disperse! So thousands of extra vehicles would magically disperse – where? There is no plan for this. RMS has only just started work to identify which roads will need to be upgraded to deal with these vast numbers of extra vehicles entering the city. So it is impossible to form an understanding of the true Environmental impacts of this project – which is the very purpose of an EIS.
- iii . The removal of Buruwan Park for road widening and the realignment of the Crescent is a particular loss of badly needed parkland. This park was established as a nature corridor and a buffer to shield the local residents from City West Link, there are mature trees on this site, it was not intended as a children’s recreational area with play equipment, the description in the EIS is inaccurate. Buruwan Park also has a main cycle route running through it. The alternative route being suggested is poor and takes no account of encouraging cycling as a mode of transport. The alternative routes are based on distance only and take no account of time taken or topography. Had this been done then this would have changed the assessment for the removal of the existing cycle/walkway bridge over the City West link. There is also no mention of this bridge being replaced after construction of the Westconnex. This is not acceptable.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name:

Sally Harey

Signature:

Sally Harey

Please include my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.

Address:

77 PIPEK ST

Suburb:

Lilyfield

Postcode

2040

I submit my objection to the WestConnex M4-M5 Link proposals for the reasons stated below, and request the Minister reject the application entirely, and cause the proponents to reissue an EIS that is based on a fully researched, developed, and budgeted concept design, and require the proponents to prepare a new business case against that design.

- ✦ Experience has shown that construction and other plans by WestCONnex are often regarded as flexible instruments. Any action to remedy breaches depends on residents complaining and Planning staff having resources to follow up which is often not the case. I find it unacceptable that the EIS is written in a way that simply ignores problems with other stages of WestCONnex.
- ✦ The Darley Road site will not be returned after the project, with a substantial portion permanently housing a Motorways Operations facility which involves a substation and water treatment plant. This means that the residents will not be able to directly access the North Light rail Station from Darley Road but will have to traverse Canal Road and use the narrow path from the side. In addition the presence of this facility reduces the utility of this vital land which could be turned into a community facility. Over the past 12 months community representatives were repeatedly told that the land would be returned and this has not occurred. We also object to the location of this type of infrastructure in a neighbourhood setting.
- ✦ Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.
- ✦ It all very difficult for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. This restricted access does NOT constitute open and fair community engagement.
- ✦ Traffic diversions - Leichhardt. The EIS states that 'temporary diversions along Darley Road may be required during construction' (8-65). No detail is provided as to when these diversions would occur; there is no provision for consultation with the community; no detail as to how long the diversions will be in place and no comment on the impact of diversions on local roads or the amenity of residents. Will diversions occur at night? If so, down what streets? Diverting the arterial traffic from Darley Road down local streets (which are not designed for heavy vehicle volumes) will result in damage to streets, sleep disturbances for residents and create safety issues. There is also childcare centre and a school near the William Street/Elswick Street intersection which will be impacted by diverting vehicles onto local roads. It is unacceptable for proposed road diversions not to be detailed whatsoever in the EIS. The EIS should not be approved without setting out the impacts of road diversions on residents and businesses.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

23.7.19

| | |
|---|--|
| Submission to: Planning Services Department of Planning and Environment GPO Box 39, Sydney, NSW 2001 | Name: <u>Sally Harvey</u> Signature: <u>[Signature]</u> |
| Attention: Director – Transport Assessments | Please <u>include</u> / <u>delete</u> (cross out or circle) my personal information when publishing this submission to your website. Declaration: I HAVE NOT made any reportable political donations in the late 2 years. |
| Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link | Address: <u>77 PARRAMATTA ST SYDNEY</u> Suburb: _____ Postcode: <u>2040</u> |

After studying the massive EIS document I wish to register my strong objections to this entire project for numerous reasons.

1. The EIS was released just 12 days after the closing date for submissions to the Concept Design. This proves the Concept Design and the submissions were a sham. There were hundreds of posts on the interactive map and there were over thousand written submissions. There is no way these submissions could have been read, evaluated, their points integrated, and the 7500 page EIS edited, printed, checked and distributed in 12 days. The EIS was obviously prepared prior to the closing of submission to the Concept Design. This is a total abuse of the NSW Planning Laws.
2. The original stated objective of Westconnex had as its fundamental objective the connecting to Port Botany. The original objective was the improvement of freight access to the Airport and Port Botany. Stage 1, 2 and 3 do not achieve this goal and this is not addressed in the EIS.
3. It is stated that the hugely expensive Stage 3 M4/M5 link is required as a link between the two motorways. This is totally untrue. The A3 is the primary eastern link between the two motorways and it is described in the State Road network system as the M4- M5 Connector.
4. The introduction of the EIS clearly states that the information in the EIS is "indicative" of the final design only. The reality of this statement means that the project may be completely different to stated plans in the EIS. Furthermore although the EIS indicates what is to be expected when construction begins, it also states that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed upon. This may result in major changes to the project design and construction methodologies. The community would have no say in this process.
5. The most highly effected area of Stage 3 will be Rozelle with the massive and complex interchange. Nothing like this has been built anywhere else in the World and it is highly questionable as to whether it can be built at all in the form outlined in the EIS. The EIS does not show any detailed plans as to how this will be achieved. There are no constructional details at all, what is shown is a concept only, this is totally unacceptable.
6. Rozelle Rail Yards will have 400 car parking spaces provided for site workers(EIS). The daily workforce for these sites is shown to be approximately 550. This means that 150 vehicles will need to park in nearby local streets which are already at full capacity during weekdays from commuters parking and taking the light rail.
7. There will be 517 Heavy truck movements a day, of which 46 are stated to take place during peak hours from the Rozelle Rail Yard the largest amount of spoil truck movement on the whole of Stage 3. This will lead to a vast amount of extra noise and air pollution in this area. There will also be disturbance of soil in the old Rozelle Goods Yard which will be heavily contaminated with toxic substances. It is highly probable that there will be lead and asbestos. (as was the case in St Peters) You made no provision for the safe removal of these toxic substances in St Peters and the EIS makes no provision for their safe removal in this area.
8. The EIS states that property damage due to ground movement "may occur. It states that subsidence may occur along tunnel paths due to tunnel excavation and water drawdown. The risk of ground movement and subsidence is greater where tunnels are less than 35 metres underground. The planned Inner West Interchange proposes tunnels in that area which are a great deal less than 35metres. The same is true for areas of Rozelle where layers of tunnels are proposed. This will definitely lead to structural damage and cracking to homes above. Without provision for full compensation for damage there would be no incentive for contractors or Roads and Maritime Services to minimise this damage. This is not acceptable

23.9.17

Submission to: Planning Services, Department
of Planning and Environment. GPO Box 39,
Sydney, NSW, 2001

Attention Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

Name: **SALLY HADON**
Signature: *[Handwritten Signature]*
Please include/delete (cross out or circle) my personal information
when publishing this submission to your website. Declaration: I have
not made any reportable donations in the last two years.

Address: **77 PIPER STREET**

Suburb: **LILYFIELD**

Postcode: **2040**

I wish to register my strong objections to Stage 3 (M4-M5 Link). My reasons are set out below:

1. The EIS states that property damage due to ground movement "may occur *in the* further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement is lessened** where tunnelling is more than **35 metres underground**. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are astonishingly shallow eg **John St at 22metres Hill St at 28metres Moore St 27metres. Piper St 37metres(Vol 2B Appendix E Part 2) Catherine St at 28metres(Vol 2B Appendix E Part 1)**. At these shallow depths, the homes above would indisputably sustain serious structural damage and cracking. Without provision for full compensation for damage there would be no incentive for contractors or Roads and Maritime Services to minimise this damage.
2. It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With **four unfiltered emissions stacks** in the area plus a **large number of exit portals**, the residents of this area will suffer greatly from **poisonous diesel particulates**. As you are no doubt aware, the World Health Organisation in 2012 declared diesel particulates carcinogenic. "As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments. As Education Minister Rob Stokes declared in 2017, "No ventilation shafts will be built near any school"
3. Rozelle Rail Yards will have 400 car parking spaces provided for workers(EIS). The daily workforce for these sites is stated to be approximately 550. This means that there will be **150 vehicles** will need to park in **nearby local streets** which are already over-subscribed during weekdays by commuters taking the light rail.
4. Rozelle Interchange and surrounds will experience **increased traffic with associated noise and air pollution**– most particularly at the Crescent, Johnson St and Catherine St, Annandale and Ross Street Glebe. These streets are already highly congested at peak times and with a massive number of extra truck movements and traffic associated with construction will become gridlocked during peak times.
5. The removal of spoil from the Rozelle Rail Yards will lead to **the largest number** of Spoil truck movements on the entire Stage 3 project: 517 Heavy truck movements a day, of which 46 are stated to take place during Peak hours. This leads to extra noise and air pollution in this area.
6. The **removal of Buruwan Park** between The Crescent and Bayview Crescent/Railway Parade, Annandale to accommodate the widening realignment of the Crescent would be a direct loss of much-needed parkland in this inner city area. Further, Buruwan Park lies on a major cycle route from Railway Parade through to Anzac Bridge, UTS and the CBD.
7. Unacceptable noise levels will accompany the construction of this massive interchange. No analysis has been provided of the magnitude of increased noise pollution in this area.
There will also be disturbance of soil which may be thick with contaminants such as lead and asbestos(as was the case in St Peters.) You made no provision for the safe removal of these toxic substances in St Peters and I do not see any provision in the EIS for their safe removal in this area.

23.9.17

| | |
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| Submission to: Planning Services Department of Planning and Environment GPO Box 39, Sydney, NSW 2001 | Name: <u>SALLY HADLEY</u> Signature: <u>[Signature]</u> |
| Attention: Director – Transport Assessments | Please <u>include</u> / delete (cross out or circle) my personal information when publishing this submission to your website. Declaration: I HAVE NOT made any reportable political donations in the last 2 years. |
| Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link | Address: <u>77 PIPEK STREET</u> Suburb: <u>WYFIELD</u> Postcode: <u>2040</u> |

I object to the Westconnex M4-M5 link proposals as contained in the EIS for the following reasons:

1. The EIS is a strategy document only. It does not commit to any design, and therefore it doesn't address any local issues which are created by the construction of the M4-M5 link. Its whole purpose is to prepare a legal and bureaucratic pathway for the sale of Sydney Motor Corporation to the private sector thereby removing the Government from the oversight and responsibility for the design and construction. It also endeavours to lock out the public from being able to have any say in what is built, how it is built and where it is built.
2. The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street will greatly increase during the construction period and also be greatly increased by the time Stage 3 is completed. It states that Stage 3 will do nothing to improve traffic congestion in the area in fact it will add to the problem. Many of these areas are already congested at Peak times. This will be highly negative for the local area as more and more people try to avoid the congestion by using rat runs through the local areas on local streets.
3. The proposed work hours for the Rozelle Rail Yards Site are tunnelling and spoil handling 24 hours a day seven days a week. On ground construction Mon-Fri 7.00am – 6.00pm, Sat 8.00am- 1.00pm. However as has been experienced by those at Haberfield and St Peters these hours and especially late and night work have been extended and implemented when the schedules have fallen behind and this has lead to great physical and mental stress for many residents through interrupted sleep and loss of sleep especially for those with children. The roads and sites at night in the area will see a marked increase in noise from truck movements, truck reversing alarms and running machinery. It will also see a marked increase in light during the night hours with site illumination and vehicle head lights as has been experienced in other areas. These problems have not been addressed in the EIS.
4. The Rozelle Rail Yards site is the location of 3 Unfiltered Pollution Stacks. There is a fourth stack on Victoria Rd close to Darling St almost opposite Rozelle Primary School. If the Western Harbour Tunnel is built there will also be a total of 7 Tunnel Portals. Tunnel Portals are also areas of high levels of pollution. It is totally unacceptable that the Pollution Stacks are unfiltered. Recently built tunnels in Tokyo successfully filter 98% of all pollutants. There are at least 5 schools and childcare centres in close proximity to these pollution stacks.
5. Heart disease will skyrocket due to air pollution caused by Westconnex bringing more cars into the Inner West says Paul Torzillo, Head of Respiratory medicine at Royal Prince Albert Hospital. Inner West Courier 23rd May 2017
6. Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Fine particulate matter is linked with Asthma, Lung Disease, Cancer, Stroke and poor lung development in children. Those most at risk are the old, the young and the unborn of pregnant women.
7. The Rozelle Rail Yard stacks are stated to be 38m high and are situated in a valley area. The majority of Balmain Road is 39m above sea level and Annandale St is at 29m above sea level. Both are considerably less than 1 kilometre from the Rail Yard stacks so pollution will be blown directly into many homes in these areas. This will expose the residents of Annandale, Lilyfield, Rozelle and Balmain to highly increased health risks.
8. There will be major impacts on the Anzac Bridge with a projected increase of 60% in daily traffic. There will also be major impacts to the Sydney City Centre. The EIS states that this will lead to major impacts on bus travel time and reliability. The EIS's suggests that people will have to adjust their travel times to starting for work earlier and finishing later. This is unacceptable and underlines Westconnex's waste and total failure.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: SALLY HAXON 23.9.17
 Signature: [Signature]

Please **include** my personal information when publishing this submission to your website
Declaration : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 77 PIPER STREET
 Suburb: LILYFIELD Postcode: 2040

Submission to:

Planning Services,
 Department of Planning and
 Environment
 GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5
 Link

- a. The removal of Buruwan Park between The Crescent and Bayview Crescent/Railway Parade, Annandale to accommodate the widening realignment of the Crescent would be a direct loss of much-needed parkland in this inner city area. Further, Buruwan Park lies on a major cycle route from Railway Parade through to Anzac Bridge, UTS and the CBD.
- b. There will be 100 workers a day on the site, with provision for only 10-20 car spaces and there is a concession that local streets will be used, who will be 'encouraged' to use public transport. Our experience with the major construction sites in Haberfield, and St Peters that public transport is not used by the workers and that despite the fact they are not supposed to do so, they park in our local streets and cause strife with our residents.
- c. The EIS admits that air pollutants will exceed permitted levels along the Canal Rd used to access the St Peters Interchange because the traffic will be heavier. This is an unacceptable impact which will adversely affect vehicle users because it is known that people in their vehicles are not protected from the air pollution, as well as anyone on foot or cycling in the streets around the interchange. No amelioration is offered.
- d. Night works – Leichhardt. The EIS states that to minimize disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. It is unacceptable that a highly unsuitable site has been selected. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring at night. This is objected to in the strongest terms.
- e. The EIS states that investigation would be undertaken to confirm whether the Victoria Road bridge is a potential roost site for microbats. There will be attempts to 'manage potential impacts' if confirmed. This is inadequate. The project should not be permitted to impact on vulnerable species.
- f. I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.
- g. I am appalled to read in the EIS that more than 100 homes across the Rozelle construction sites will be severely affected by construction noise for months or even years at a time. This would include hundreds of individual residents including young children, school students and people who spend time at home during the day. The predicted levels are more than 75 decibels and high enough to produce damage over an eight hour period. Such noise levels will severely impact on the health, capacity to work and quality of life of residents. NSW Planning should not give approval to a project that could cause such impacts. Promises of potential mitigation are not enough, especially when you consider the ongoing unacceptable noise in Haberfield during the M4East construction.

| | |
|--|---|
| Submission from: | Submission to: |
| Name: <u>SALLY HADON 28.9.17</u> | Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 |
| Signature: <u>[Signature]</u> | Attn: Director – Transport Assessments |
| Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. | Application Number: SSI 7485 Application |
| Address: <u>77 PIRIE STREET</u> | Application Name: WestConnex M4-M5 Link |
| Suburb: <u>LILYFIELD</u> Postcode: <u>2040</u> | |

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, **and ask that the Minister reject the application.**

- A. There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods.(Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure. I object to this proposal
- B. Rozelle Rail Yards and Rozelle Civil Site. It is clear that the most highly affected area of Stage 3 will be the Rozelle area and the massive and hugely complex Rozelle interchange. The suggestion that Westconnex is capable of building this is highly questionable. Nothing like this has been built anywhere else in the World. Considering the simple problems of dust management, noxious gasses and the handling of toxic materials like asbestos that have been so inappropriately dealt with on Stages 1 and 2 by Westconnex this intersection of Stage 3 is a disaster waiting to happen and should definitely not be allowed to proceed without a massive investigation. What has been shown in the EIS is totally inadequate for this project to be allowed to proceed. I OBJECT TO THE RAIL + RAIL CORRIDOR TO BALMAIN NOT BEING
- C. The tunnels under Rozelle/Lilyfield are going to be in three levels. The EIS does not explain what safety procedures are being built into the project to deal with situations like serious congestion, accidents or fire. With a serious hold up on the deepest of these tunnels it is clear that the air quality will very quickly become toxic unless substantial air conditioning is a major part of the design. There is no in depth detail about how these issues are going to be addressed. This is not acceptable.
- D. Vegetation: Leichhardt. The mature trees on the Darley Road site should be preserved. If any trees are removed during construction it should be a condition of approval that they are replaced with mature trees.
- E. Insufficient time has been given for the community to prepare submissions to the EIS, especially when one considers that whole neighbourhoods affected by the project were not even notified during the concept design period. e.g Newtown, east of King St.
- F. 1.1599 residences or thousands of residents would have noise levels in the evening sufficient to cause sleep disturbance. The technical paper in EIS acknowledges that this is the case, even allowing for acoustic sheds and noise walls. Sleep disturbance has health risks including heightened stress levels and risk of developing dementia. This is simply not acceptable.

RESERVED FOR FUTURE
PUBLICATIONS

Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name:

Signature:

Please include my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.

Address:

Suburb:

Postcode

I object to the WestConnex M4-M5 Link proposals for the following reasons:

- ⇒ I note that in the area of Lilyfield Rd and Gordon Street, the work proposed which would include deep excavation that would result in major adverse impacts on archaeological remains, while other surface works would have localised impacts on archaeological remains that may be present. It is suggested that what are called 'management measures' would be carried out including the development of a Historical Archaeological Research Design which would include an "assessment of any detailed design plans to develop a methodology and scope for a program of test excavation to determine the nature, condition and extent of potential archaeological remains." This is completely unacceptable to me. The community will have no right to any input into this plan or access to independent expert advice. This is all part of an 'approve now', 'research later' approach that will lead to poorly planned unnecessary destruction, a loss of potential community history and understanding.
- ⇒ It is quite clear to me that insufficient research has been done on the archeology of the Rozelle Railway yards. This could be a valuable archeology site. Why has an EIS been put forward without the necessary research being done to further identify potential remains? No project should be approved on the basis of such an inadequate level of research.

- ⇒ The EIS admits that it is not even known what excavation would be undertaken at the White Bay Power station. I am particularly concerned about the old water channels and the southern penstock which are part of Sydney's industrial heritage. How could an EIS for such a major project be put forward on this basis? It is fatuous to state that "physical and indirect impacts on this heritage element should be avoided" and suggest that a future plan should be done. Why isn't the need for excavation known? This raises great concerns about the 'indicative only' nature of the work that has been done before this EIS. Why is there such a rush? This EIS is not complete and should be rejected for that reason.

- ⇒ The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction. (Executive Summary xviii)

I object strongly to removal or damage of heritage buildings or structures.

| | |
|--|--|
| Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 | Name: SALLY HAYDON |
| | Address: 77 PIPER STREET |
| Application Number: SSI 7485 | Suburb: HAVERFIELD Postcode 2040 |
| Application Name: WestConnex M4-M5 Link | Signature: [Signature] |
| Please include my personal information when publishing this submission to your website Declaration: I HAVE NOT made any reportable political donations in the last 2 years. | |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

- a. I am appalled to learn that more than 100 homes including hundreds of residents will be affected by noise exceedences 'out of hours' in the vicinity of Darley Road, Leichhardt. This will not just be for a few days but could continue for years. Such impacts will severely impact on the quality of life of residents.
- b. I am appalled to read in the EIS that more than 100 homes across the Rozelle construction sites will be severely affected by construction noise for months or even years at a time. This would include hundreds of individual residents including young children, school students and people who spend time at home during the day. The predicted levels are more than 75 decibels and high enough to produce damage over an eight hour period. Such noise levels will severely impact on the health, capacity to work and quality of life of residents. NSW Planning should not give approval to a project that could cause such impacts. Promises of potential mitigation are not enough, especially when you consider the ongoing unacceptable noise in Haberfield during the M4East construction.
- c. Residents of Haberfield should not be asked to choose between two construction sites. This smacks of manipulation and a deliberate attempt to divide a community. Both choice extend construction impacts for four years and severely impact the quality of life of residents. NSW Planning should reject the impacts on Haberfield as unacceptable. (page 106)
- d. Daytime noise at 177 properties across the project is predicted to be so bad during the years of construction that extra noise treatments will be required. There is however a caveat – the properties will change if the design changes. My understanding is that the design could change without the public being specifically notified or given the chance for feedback. This means that there is a possibility of hundreds of residents being severely impacted who are not even identified in this EIS. I find this completely unacceptable.
- e. I do not accept the finding in the Appendix P that there will be no noise exceedences during construction at Campbell Rd St Peters. There has been terrible noise during the early construction of the New M5. Why would this stop, especially given the construction is just as close to houses? Is it because the noise is already so bad that comparatively it will not be that much worse. This casts doubt on the whole noise study.
- f. I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director

Application Number: SSI 7485

Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name:

SALLY HARBY

Signature:

Sally Harby

Please include my personal information when publishing this submission to your website.
I HAVE NOT made reportable political donations in the last 2 years.

Address:

77 PIPE STREET

Suburb:

LILYFIELD

Postcode

2040

I object to the WestConnex M4-M5 Link proposals for the following reasons:

- i. The EIS uses the term 'construction fatigue' to refer to the continuing impacts of construction. In St Peters construction work in relation to the M4 and M5 has been going on for years. Approval of this latest EIS will mean that construction impacts of M4 and New M5 will extend for a further five years with both construction and 24/7 tunnelling sites. In reality 'construction fatigue' means residents in St Peters losing homes and neighbours and community; roadworks physically dividing communities; sickening odours over several months, incredible noise pollution 24 hours a day and dangerous work practices putting community members at risk. These conditions have already placed enormous stress on local residents, seriously impacting health and well-being. Another 5 years will be breaking point for many residents. How is this addressed in the EIS beyond the acknowledgement of 'construction fatigue'. This is intolerable for the local community who bear the greatest cost of the construction of the M4 and M5 and the least benefit.
- ii. In Leichhardt serious safety concerns about the choice of the Darley Rd site have been raised by the Inner West Council and an independent engineer's report. Despite countless meetings between local residents and SMC and RMS over 12 months, none of the serious and legitimate concerns raised by the residents have even been acknowledged. This is a massive breach of community trust and seriously questions the integrity of the EIS.
- iii. The RMS has previously identified the Darley Rd site in Leichhardt as the third most dangerous traffic hazard in the Inner West. The NSW Land and

Environment Court found that the location of the site couldn't safely deal with 60 bottle truck movements a week, but the M4/M5 EIS shows that more than 800 vehicles including hundreds of heavy ones will use the site each day as part of construction of M4/M5 Link. HOW IS THIS POSSIBLE? why are the already acknowledged impacts being ignored.

- iv. It has estimated that if construction goes ahead, some homes in Darley St Leichhardt will have a truck on average every 4 minutes just metres from their bedrooms. If experience in Haberfield, Kingsgrove, St Peters and Alexandria is anything to go by, residents can again expect the actual experience to be worse than predicted by the EIS. HOW IS THIS POSSIBLE? why have the serious and legitimate concerns raised by the residents not even been acknowledged.
- v. The EIS identifies hundreds of risks at different construction sites. In relation to these risks the EIS recommends proceeding despite the risks; or seeking a way to mitigate risks during the "detailed design" phase. That phase excludes the public altogether. That is, the M4/M5 should be approved with no calculation of risks or what mitigation may mean for impacted residents.
- vi. EIS social impact study states that "the health and safety of residents should be prioritised around construction areas" - this is merely platitudinous in the light of the choice of Darley Rd the third most dangerous traffic intersection in the Inner West as a construction site.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: SALLY HARDY

Signature: [Handwritten Signature]

Please include / delete (cross out or circle) my personal information when publishing this submission to your website Declaration I HAVE NOT made any reportable political donations in the last 2 years.

Address: 77 PPER STREET

Suburb: LILYFIELD NSW . Postcode 2040

Submission to:

Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city.
- An on-line interactive map was published with the M4-M5 Concept Design that indicated a very wide yellow 'swoosh' that is upwards of a kilometre wide in some sections of the M4-M5 proposals. SMC have NEVER publicly published or acknowledged that the contractor to be appointed to build the tunnels will be 'encouraged' to do so within the yellow swoosh footprint, but may go outside the indicative swoosh area if found necessary after further geotech and survey work. The proposed Sydney Water Tunnels surveys (EIS 12-57) could potentially see a dramatic change in the tunnel alignments in the Newtown area. Why were these surveys not done during the past three years such that 'definitive' rather than 'indicative' alignments could be published. The EIS should be withdrawn till such time that it is a true and fair 'definitive' document open for genuine public comment.
- There will be 100 workers a day on the site, with provision for only 10-20 car spaces and there is a concession that local streets will be used, who will be 'encouraged' to use public transport. Our experience with the major construction sites in Haberfield, and St Peters that public transport is not used by the workers and that despite the fact they are not supposed to do so, they park in our local streets and cause strife with our residents.
- I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.
- The EIS at 7-21 states that Community update Newsletters were distributed to residents 'near the project footprint' in many suburbs. This statement is simply not correct. No such newsletters were received by residents in central and northern Newtown. SMC was made aware of this fact, but has not responded to verbal and written requests for audited confirmation of the addresses 'letterboxed'. This statement of community engagement should be rejected by the Department.
- Darley Road is confirmed as a 'civil and tunnel site (dive site)' with a 'Motorway Operations' site at one end for machinery during the build and will then house permanent water treatment facilities, despite evidence tendered to the Concept Design explaining that this intersection has an high accident rate and is completely unsuitable for such a purpose.
- I do not accept that King Street traffic congestion will be improved by this project, There should be a complete review of the traffic modelling that does not appear to take sufficient notice of the impact of pouring 51000 extra cars down Euston Rd on top of increases in population in the area. Given that there is no outlet between the St Peters and Haberfield or Rozelle, all traffic going to the CBD, East or into the Inner West will use local roads.
- I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed. There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
- The decision to build a three-stage tollway instead of expanding public transport has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
- Why is there no detailed information about the so called 'King Street Gateway' included in the EIS

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director

Application Number: SSI 7485

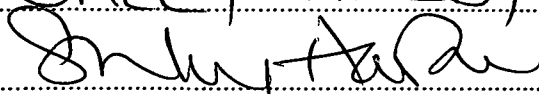
Infrastructure Projects, Planning
Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name:
WestConnex M4-M5 Link

Name:

SALLY HARDY

Signature:


Please include my personal information when publishing this submission to your website.

I HAVE NOT made reportable political donations in the last 2 years.

Address:

77 REX ST

Suburb:

Wylfield

Postcode

2040

I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

- ❖ Are there other potentially serious problems with Sydney Water utility services (described at EIS 12-57) or with other utilities in other suburbs or along the proposed M4-M5 tunnel alignment? If so, the EIS proposals and application should not be approved till these are all disclosed, researched, surveyed and the resolution publicly published.
- ❖ One of the main reasons for establishing Buruwan Park was as a relatively quiet nature corridor for wildlife not for successions of children's parties so the assessment of this area in the EIS is entirely blinkered and inaccurate. The Rozelle Rail Yards site that may appear to development driven planners as an unattractive and wasted eyesore is ironically a very important nature reserve. It is perhaps the only area in the Annandale/Glebe area where Fairy Wrens can be found because of the substantial bush cover. This is very important as where these birds are found nature tends to be in balance which is not the case in parks like Easton Park and Bicentennial Park.
- ❖ The proposal for a permanent water treatment plant and substation to the south of the site on Darley Road will prevent direct pedestrian access to the light rail station. It will affect the future uses of the site once the project is completed. The facility is out of step with the area which is comprised of low rise homes and detracts from the visual amenity of the area. This site is a pedestrian hub and will be a visual blight for pedestrians, bike users and the homes that have direct line of sight to the facility. It should not be permitted on this site.
- ❖ The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment.
- ❖ The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.

STOP THIS PROJECT!

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: SALLY HARVEY
 Signature: [Handwritten Signature]

Please include my personal information when publishing this submission to your website
 Declaration: I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 77 PIPER ST
 Suburb: WILYFIELD Postcode: 2040

Submission to:

Planning Services,
 Department of Planning and Environment
 GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- One toll road leads to another 3 being proposed. The EIS's for the M4 East and the New M5 argued the case that serious congestion created near interchanges would be solved once the M4/M5 was built. Now it seems this is not the case and more roads will be needed to relieve the congestion – WHERE DOES THIS END? According to the M4/M5 EIS the real benefits will depend on building the Western Harbour Tunnel, the Airport Link and a tollway heading South. None of these projects have been planned, let alone approved but yet are part of addressing the congestion impacts acknowledged for the M4/M5link project. Given this how is it possible to know or address the impacts of the M4/M5 Link, unless this is just yet more justification for yet more roads?
- Research about roads clearly demonstrates that roads create congestion. The WestConnex project is no different and the EIS clearly indicates that this is an impact of the M4/M5 and the consequent roads that will follow. WHERE WILL THIS END AS THE m4/m5 Link EIS itself indicates the RMS is already hard at work considering how to solve these problems – of congestion caused by roads.
- Vegetation: Leichhardt. The mature trees on the Darley Road site should be preserved. If any trees are removed during construction it should be a condition of approval that they are replaced with mature trees.
- The Inner City Regional Bike Network has not been included among projects assessed under Cumulative Impacts. It is identified by Infrastructure

Australia as a Priority Initiative and should be included.

- Visual amenity - Pyrmont Bridge Road site - The EIS acknowledges that visual impacts will occur during construction. However it does not propose to address these negative impacts in the design of the project. This is unacceptable and the EIS needs to propose walls, plant and perimeter treatments and other measures at appropriate locations to lessen the impact on visual amenity. (Executive Summary xviii)
- Increased traffic cannot be accommodated in Central Sydney. It will further impede pedestrian movement and comfort and undermine easy access to public transport and reduce access to jobs over large areas of the city. It will undermine the attractiveness of Central Sydney to internationally competitive high productivity firms and their potential employees. Overall productivity is adversely affected.
- In view of the above no tunnelling less than 35m in depth from the surface to the crown of a tunnel (ie the top) under residences should be contemplated let alone undertaken. And of course no tunnelling should be undertaken under sensitive sites.
- Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?

STOP THIS PROJECT

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

| | |
|---|---|
| Attention Director Application Number: SSI 7485 Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 Application Name: WestConnex M4-M5 Link | Name: <u>Sally Haxon</u> Signature: <u>Sally Haxon</u> <small>Please include my personal information when publishing this submission to your website. I HAVE NOT made reportable political donations in the last 2 years.</small> Address: <u>77 Piper St</u> Suburb: <u>WYFIELD</u> Postcode <u>2040</u> |
|---|---|

I submit my objection to the WestConnex M4-M5 Link proposals for the reasons stated below, and request the Minister reject the application entirely, and cause the proponents to reissue an EIS that is based on a fully researched, developed, and budgeted concept design, and require the proponents to prepare a new business case against that design.

- a) Other planning issues are excluded from cost-benefit analysis, which is a key component of developing a business case:
- ✦ No analysis of equity impacts of the infrastructure investment and the tolling regime, given the lower socio-economic status of many areas of Western Sydney, and the requirement for potential users of WestConnex to own or pay for access to a private vehicle to be able to use it
 - ✦ The localised impact of air quality around the ventilation outlets should have been accounted for.
 - ✦ Impacts associated with loss of amenity from reduced access to open space should have been accounted for.
- b) Lack of ability to comment on the urban design as part of the approval process - The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken during detailed design'. The Community should be given an opportunity to comment upon and influence the design and we object to the approval of the EIS on the basis that this detail is not provided, nor is the community (or other stakeholders) given an opportunity to comment or influence the final design.
- c) Unreliable traffic projections lead to significant and compounding errors in the design, EIS and business case processes, including:
- ✦ Dimensioning of motorway tunnels and interchanges (on- and off-ramps) and expansion of roads feeding traffic to and discharging traffic from the toll road
 - ✦ Assessment of the project's traffic impacts on other parts of the street network
 - ✦ Assessment of overall traffic generation and induced traffic associated with the project
 - ✦ Emissions based on traffic volume and driving style (e.g. stop-start driving in congested traffic leads to higher emissions impacts)
 - ✦ Toll earnings and financial viability, which could trigger compensation claims or negotiated underwriting that would materially undermine the State budget position given the cost of the project.
 - ✦ Other key inputs to the business case that are derived from strategic traffic modelling, including: purported reductions in crashes, purported improvements in productivity etc.
- d) The EIS social and economic impact study acknowledged the high value placed on retaining trees and vegetation in the affected area but does not mention that WestConnex has already destroyed more than 1000 trees in the St Peters Alexandria area around Sydney Park alone.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Submission to: Planning Services, Department of Planning and Environment.
GPO Box 39, Sydney, NSW, 2001

Attention Director — Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link **this process!**

Name:

Sally Hardy

Signature:

Sally Hardy

Please include/delete (cross out or circle) my personal information when publishing this submission to your website. Declaration: I have not made any reportable donations in the last two years.

Address:

77 Pres St

Suburb:

Lilyfield

Postcode:

2040

I have tried to make sense of this confused unclear document and am still puzzled. Here are my objections:

1. The introduction of the EIS clearly states that the information in the EIS is "indicative of the final design" only. The reality of this statement means that the project may be completely different to stated plans in the EIS. Furthermore although the EIS indicates what is to be expected when construction begins, it also states that that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed upon. This may result in major **changes to the project design and construction methodologies**. The community would have **no say in this process**.
2. It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With massive number of extra truck **four unfiltered emissions stacks** in the area plus a **large number of exit portals**, the residents of this area will suffer greatly from **poisonous diesel particulates**. This is negligent when you consider that, the World Health Organisation in 2012 declared **diesel particulates carcinogenic**.
3. As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments and surrounds will experience **increased traffic with associated noise and air pollution**— most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe. These streets are already highly congested at peak times and with a **massive number of extra truck movements** and traffic associated with construction, these streets will become gridlocked during peak times.
4. Also, the widening of the Crescent between the city West Link and Johnston street with **an extra lane being constructed** will lead to heavy traffic congestion on a road that has **3 Primary/Infants schools**.
5. The EIS states that property damage due to ground movement "may occur, further stating that,"settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement and subsidence is lessened** where tunnelling is more than **35 metres underground**. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are astonishingly shallow eg **John St at 22metres Hill St at 28metres Moore St 27 metres**. (Vol 2B Appendix E Part 2) **Catherine St at 28metres** (Vol 2B Appendix E Part 1). At these shallow depths, the homes above would indisputably sustain serious structural damage and cracking.
6. Rozelle Rail Yards will have **400 car** parking spaces provided for workers(EIS). The daily workforce for these sites is stated to be approximately **550**. This means that **150 vehicles** will need to **park in nearby local streets** which are already over-subscribed during weekdays by commuters taking the light rail.
7. The removal of spoil from the Rozelle Rail Yards will lead to the **largest number of spoil truck movements** on the entire Stage 3 project: **517 Heavy truck movements a day**, of which 46 are stated to take place during peak hours. This will lead to extra noise and air pollution in this area.
There will also be disturbance of soil in the old Rozelle Goods Yard which may be thick with toxic contaminants such as **lead and asbestos**(as was the case in St Peters.) You made no provision for the safe removal of these toxic substances in St Peters and I do not see any provision in the EIS for their safe removal in this area.
8. The removal of **Buruwan Park** between The Crescent and Bayview Crescent/Railway Parade, Annandale to accommodate the widening realignment of the Crescent would be a direct loss of much-needed parkland in this innercity area. Further, Buruwan Park lies on a **major cycle route** from Railway Parade through to Anzac Bridge, WTS and the CBD.
9. The proposed building of a park in the area of the Goods Yard right in the middle of a large number of exit portals and **poisonous smoke stacks** borders on being criminally negligent. This new "**recreational area**" will be subject to the dangerous invisible particulates of 2.5 microns and smaller so many residents and children will be unaware that they are being poisoned. **All evidence shows that these particulates are linked with increased cases of asthma, lung disease, cancer and stroke** placing further pressure on our already overloaded health system.
10. If stage 3 of the Westconnex project is completed, it is predicted that by 2033, reductions in peak travel times from Western Sydney to the airport and to the Botany Port area will be **miniscule**. Parramatta to Sydney airport will save **10 minutes**, between Burwood and Sydney Airport the time saved will be **5 minutes** and between Silverwater and Port Botany the time saved will be **10 minutes**. These are only the best predictions put forward and time savings may in fact be much less. The whole rationale for building this wasteful **18 billion dollar** polluting project was precisely for that reason... to reduce travel times..

From: Rebecca Bower <campaigns@good.do>
Sent: Thursday, 21 September 2017 8:12 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement as so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS.

The strategic justification for this project is very thin indeed. Its viability depends on even more tollways being built. These tollways will be a burden on the people of Sydney and many will be penalised because they cannot afford to pay tolls. There is almost no analysis of toll avoidance and its link to cost of living pressures in the EIS.

The Rozelle Interchange is no more than a design concept. It involves three levels of tunnels crossing under densely settled streets of old houses. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. SMC admit that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. No project should be approved with so little detail included in an EIS. To do so would irresponsibly expose the community to huge costs and dangers without adequate investigation.

The justification for the project assumes that the F6, the Western Harbour Tunnel and other tollways will be built. The F6 project has not been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built

that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to exposing residents in Haberfield Ashfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I object to unfiltered stacks.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I live in proximity to one of these proposed stacks and I fear the effects of this pollution on my asthma.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Yours sincerely, Rebecca Bower 24/8 Orpington St, Ashfield NSW 2131, Australia

This email was sent by Rebecca Bower via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Rebecca provided an email address (bedrecka@hotmail.com) which we included in the REPLY-TO field.

Please reply to Rebecca Bower at bedrecka@hotmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit:
www.rfc-base.org/rfc-3834.html

Rebecca Bower

bedrecka@hotmail.com

Ashfield NSW 2131 Australia

Your view on the application: I object to it

Attn: Secretary re WestConnex M4-M5 Link EIS, project number SSI 16_7485

I write to express my strong objection to the WestConnex M4-M5 Link tollroad proposal.

- Building WestConnex will increase air pollution and global warming and encourage more car use, quickly filling the increased road capacity.
- Increasing vehicle use by inducing more cars onto the road increases the risks related to climate change, including extreme rainfall and extreme heat events.
- This stage of WestConnex also facilitates the building of the Western Harbour Tunnel, which will see tunnels bored under the Balmain peninsula and generate a need for yet more exhaust stacks in and around Balmain.
- WestConnex is not a sustainable solution to Sydney's congestion problem. It will have unacceptable impacts on the health and well-being of local communities, such as increasing toxic pollution levels from unfiltered exhaust smoke stacks located near schools and parks, especially in Rozelle.
- The government has not committed to a genuine consultation process - it released this M4-M5 Link proposal just two weeks after submissions closed for comment on the concept design, and only provided an eight week consultation period. This does not allow sufficient time for submissions from the community.

Extra comments

Stop this madness. More public transport, less polluting roads that fracture communities.

I have read the Department's [Privacy Statement](#) and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

I have not made a reportable donation to a political party.

Yours sincerely,

Rebecca Bower

From: Rebecca Bower <campaigns@good.do>
Sent: Saturday, 14 October 2017 5:50 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning must reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

The EIS is based on an indicative design and has insufficient detail for the impacts to be properly assessed and addressed, and the public consultation has been woefully inadequate.

The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. This means the community will have limited say in the management of the impacts identified in the EIS. The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions.

I object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it. This EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed.

The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street would greatly increase during the construction period and also be greatly increased if Stage 3 were ever completed. It states that Stage 3 would do nothing to improve traffic congestion in the area, in fact it will add to the problem. Many of these areas are already congested at peak times. Even the EIS recognises that this would have a negative impact on the local area as more and more people try to avoid the congestion by using rat runs through local streets.

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. I also suffer from asthma and am extremely concerned as to the negative effects these unfiltered stacks will have on my health. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

I object to the use of Darley Rd, Leichhardt as a drive site. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges and anyone who have driven there knows, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis cannot be approved.

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is no certainty this will occur.. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

We are also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

Reductions of volumes of traffic on Parramatta Rd, King Georges Road or the existing M5 are asserted but the model which projects these effects is not provided for scrutiny or independent assessment. The model's margin for error is not stated. The rest of the benefits all depend on the asserted traffic reductions generating improved travel times and better bus services or freight movement etc. So far the experience of the growth of traffic on Parramatta Rd in response to the re-imposition of tolls on the widened section of the M4 gives us leave to doubt these touted benefits.

I am concerned as to what will happen to local streets, in the area surrounding exit and entrances to the Westconnex roads. At the moment my street, previously only for local traffic, has now become the major access for large lorries and trucks accessing the building site on Parramatta road. What happens when the roads are opened? Will my street become a rat run for people seeking to avoid paying for a toll road and drive down local streets instead? I object to the impact this road is having on local residential streets that were never built or meant to take such volumes of traffic.

There is reference in the EIS to the WestConnex Road Traffic Model version 2.3 (WRTM v2.3), a strategic traffic model that has been used in the traffic analysis. This model was developed by the NSW Roads and Maritime Services who have constantly pushed a motorway agenda to the disadvantage of the development of more public transport. There is insufficient explanation of the nature of the model, where it can be accessed and what function it plays in the analysis. There is no clear explanation of how the assumptions that underpin the WRTM have changed between EIS stages. Since so much else in the EIS including noise and air quality predictions are dependent on this forecasting, the lack of transparency makes it difficult for the EIS to be subject to independent critique.

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of many more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. NSW Planning has shown that it does not have the powers to enforce compliance. In this situation conditions are meaningless. I am appalled that there is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So the community would have to put up with the exhaust from tunnels and additional car

emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

I am also concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. In fact the EIS hints at other options that have not been fully disclosed.

During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods. (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to seriously research the current impacts on residents, measure what the cumulative impacts would be or make suggestions that would mitigate the cumulative impact of these prolonged periods of construction noise exposure.

The EIS identifies a significant risk of leaks of contaminated water into Rozelle Bay and Alexandria Canal. Such risks to health of Sydney's waterways is not acceptable to me. The Sydney Motorway Corporation through its conduct at St Peters has shown that it cannot be trusted to manage contamination risks.

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'.

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish, my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, Rebecca Bower 24/8 Orpington St, Ashfield NSW 2131, Australia

This email was sent by Rebecca Bower via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Rebecca provided an email address (bedrecka@hotmail.com) which we included in the REPLY-TO field.

Please reply to Rebecca Bower at bedrecka@hotmail.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

From: Betina Szkudlarek <campaigns@good.do>
Sent: Friday, 22 September 2017 10:03 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call the Secretary of Planning to advise the NSW Minister for Planning to reject this Environmental Impact Statement as so lacking in detail and certainty that it is questionable whether it should even be accepted as an EIS.

The strategic justification for this project is inadequate. The justification for stage 3 now depends on even more tollways being built. Building more tollways would create an intolerable economic burden on the people of Sydney. Those who cannot afford to pay tolls will be penalised. There is less than two pages of analysis of toll avoidance in the EIS.

The Rozelle Interchange is no more than a design concept. It involves three levels of tunnels crossing under densely settled old urban streets. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. SMC admit that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. A designer openly admitted that it was a concept that had so far not been engineered.

Even as a concept, its dangers are revealed. Rozelle would be lumbered by an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. No project should be approved with so little detail included in an EIS. To do so would irresponsibly expose the community to huge costs and dangers without adequate investigation.

The justification for the project assumes that the F6, the Western Harbour Tunnel and other tollways will be built. The F6 project has not been assessed at all. It would involve the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The so-called benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. I am disappointed that rather than using a tick-boxing attitude to social and economic impact assessment, the consultants did not do any actual research into the impacts on communities of the construction of the M4East and New M5. The term 'construction fatigue' is not adequately explained and even assessed by consultants who consign residents to up to eight years of construction noise, traffic and dust impacts.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts. At a political level the NSW government may have seen it as desirable to keep adding tollways but NSW Planning should adopt a professional and independent attitude and reject this EIS that relies on tollway construction way beyond the scope of WestConnex.

The EIS predicts that despite the building of the M4 East and the New M5, there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I object to unfiltered stacks. I completely reject that statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is absurd to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is an incomplete and rushed document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which will not achieve the stated objectives.

Yours sincerely, Betina Szkudlarek 36 Burt St, Rozelle NSW 2039, Australia

This email was sent by Betina Szkudlarek via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Betina provided an email address (b_szkudlarek@yahoo.com) which we included in the REPLY-TO field.

Please reply to Betina Szkudlarek at b_szkudlarek@yahoo.com.

To learn more about Do Gooder visit www.dogooder.co To learn more about web protocol FC 3834 visit:
www.rfc-base.org/rfc-3834.html

[REDACTED]

From: [REDACTED]
Sent: Friday, 22 September 2017 4:49 PM
To: DPE CSE MCU SEC Mailbox
Cc: [REDACTED]
Subject: FW: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Hi team,

Please see below addressed to the secretary.

Regards,
[REDACTED]

[REDACTED]



From: Anne McDougall [mailto:campaigns@good.do]
Sent: Friday, 22 September 2017 2:24 PM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Minister for Planning to reject this Environmental Impact Statement as it lacks certainty and detail.

The strategic justification and viability depends on even more tollways being built.

There is almost no analysis of toll avoidance and its link to cost of living pressures in the EIS.

The Rozelle Interchange is no more than a design concept. It involves three levels of tunnels crossing under densely settled streets of old houses. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. SMC admit that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. No project should be approved with so little detail included in an EIS. To do so would irresponsibly expose the community to huge costs and dangers without adequate investigation.

The justification for the project assumes that the F6, the Western Harbour Tunnel and other tollways will be built. The F6 project has not been properly assessed and would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex.

Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. There has been no field research to include in the analysis the current experience of residents living with the impacts of the M4East and New M5 construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts.

The EIS predicts that despite the building of the M4 East and the New M5 there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion. The NSW government needs to step back from this project and consider alternative solutions. Ultimately the health and economic costs of failing to deal with traffic congestion will escalate.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I object to unfiltered stacks.

I am concerned that the air quality analysis is based on notoriously inexact traffic projections.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is ludicrous to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which is grossly incomplete and will not achieve the stated objectives.

Yours sincerely, Anne McDougall 53 Charles St, Marrickville NSW 2204, Australia

This email was sent by Anne McDougall via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Anne provided an email address (ampmtrvln@gmail.com) which we included in the REPLY-TO field.

Please reply to Anne McDougall at ampmtrvln@gmail.com.

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I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: Anne McDougall

Signature: [Signature]

Please include my personal information when publishing this submission to your website
Declaration: I HAVE NOT made any reportable political donations in the last 2 years.

Address: 53 Charles St

Suburb: Marrickville Postcode: 2204

Submission to:

Planning Services,
 Department of Planning and Environment
 GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

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| <p>I. The Project will have significant impacts on the streets near on- and off-ramps. Modelling shows that the Anzac Bridge will have 60% more traffic in 2033 because of the Project.</p> <p>II. The modelling does not consider the latest plans from the NSW Government's Greater Sydney Commission despite them being released nine months ago.</p> <p>III. The management of water in the Rozelle Yards is of great concern as the site is highly contaminated and the construction work that will be carried out will cause a great deal of disturbance especially once vegetation has been removed. There will be potential impacts from contaminated soils, leakage/spills of hydrocarbons and other chemicals from machinery, vehicles transporting spoil adjacent to roads and stormwaters, rinse water from plant washing and concrete slurries. Water from tunnelling activity and other works will also introduce contaminants. The EIS says that much of this water will be treated in temporary treatment facilities and sediment tanks before being released to Whites Creek and Rozelle Bay. The EIS does not disclose what levels of pollution controls will be implemented to make sure that contaminated water is not released into White's Creek or Rozelle Bay. This is not acceptable.</p> <p>IV. Residents of Haberfield should not be asked to choose between two construction sites. This</p> | <p>smacks of manipulation and a deliberate attempt to divide a community. Both choices extend construction impacts for four years and severely impact the quality of life of residents. NSW Planning should reject the impacts on Haberfield as unacceptable. (page 106)</p> <p>V. The EIS acknowledges that impacts of construction should M4M5 get approval will worsen traffic congestions on Parramatta Rd. In these circumstances it would be outrageous for motorists to be asked to pay up to up to \$20 a day in tolls. I object to the fact that this is not considered or factored into the traffic analysis.</p> <p>VI. There are two areas in the Rozelle Rail Yards site where construction will be by cut and cover. These are the Portals for the Western Harbour Tunnel and the Portals for the M4/M5 link. This is of particular concern in the light of residents experiences in areas of Haberfield and St Peters where highly contaminated land areas were being disturbed. There was totally inadequate control of dust in these areas, where the dust would have been loaded with toxic chemical particulates. The old Rail Yards are highly contaminated land from their past use. The EIS gives no specific details of how this highly toxic threat is going to be securely managed. It is not acceptable for this to be decided only when the Construction Contracts have been issued, when the community will have no say or control over the methodology to be employed for removing vast amounts of contaminated spoil.</p> |
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Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

From: Richard Stanford <campaigns@good.do>
Sent: Saturday, 23 September 2017 7:10 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the Secretary of Planning to request that the NSW Minister for Planning reject this Environmental Impact Statement. There is no justifiable evidence in this EIS to demonstrate that Westconnex would be of any benefit or whether it would not do severe damage to our city, which will impact adversely on the population. It is so lacking in detail and certainty that I believe it should not be accepted as an EIS.

The strategic justification for this project is inadequate. The justification for stage 3 now depends on even more tollways being built. Building more tollways would create an intolerable economic burden on the people of Sydney. Those who cannot afford to pay tolls will be penalised. There is less than two pages of analysis of toll avoidance in the EIS.

The Rozelle Interchange is no more than a design concept. It involves three levels of tunnels crossing under densely settled old urban streets. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. SMC admit that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. A designer openly admitted that it was a concept that had so far not been engineered.

Even as a concept, its dangers are revealed. Rozelle would be lumbered by an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. No project should be approved with so little detail included in an EIS. To do so would irresponsibly expose the community to huge costs and dangers without adequate investigation.

The justification for the project assumes that the F6, the Western Harbour Tunnel and other tollways will be built. The F6 project has not been assessed at all. It would involve the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The so-called benefits of the F6 are counted in this EIS but none of the costs.

The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. I am disappointed that rather than using a tick-boxing attitude to social and economic impact assessment, the consultants did not do any actual research into the impacts on communities of the construction of the M4East and New M5. The term 'construction fatigue' is not adequately explained and even assessed by consultants who consign residents to up to eight years of construction noise, traffic and dust impacts.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to the fact that each section of the Westconnex is assessed separately so there is never any accurate assessment of cumulative impacts. At a political level the NSW government may have seen it as desirable to keep adding tollways but NSW Planning should adopt a professional and independent attitude and reject this EIS that relies on tollway construction way beyond the scope of WestConnex.

The EIS predicts that despite the building of the M4 East and the New M5, there will be severe congestion in Sydney 2023 and 2033. Reading the EIS it is hard not to come to conclusion that tollways are being built that will only end in more traffic congestion.

I object to more residents being forced from their homes and the failure of the EIS to engage with the social disruption in communities.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested.

I object to unfiltered stacks. I completely reject that statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion.

I object to the residents of Western Sydney being forced to pay exorbitant tolls for decades for a road that most neither need nor want. The tolls that will be paid could be spent on improving public transport in the west of Sydney and elsewhere. The inequitable impact of tolls is barely dealt with in the EIS.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is absurd to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is an incomplete and rushed document and should not be accepted by NSW Planning.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS which will not achieve the stated objectives.

Yours sincerely, Richard Stanford 59/57-63 St Pauls Street, Randwick, NSW 2031

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Please reply to Richard Stanford at iaoa@mail.com.

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From: Richard Stanford <campaigns@good.do>
Sent: Tuesday, 10 October 2017 10:41 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485.

I OBJECT TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis cannot be approved.

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

We are also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of much more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. I am appalled that these odours are predicted to possibly continue if Stage 3 is approved. No community should be treated in this manner.

Campbell St and Campbell Rd has lost all of its houses and other buildings to the re-alignment works to take traffic down to the St Peters Interchange, which is being built on an old toxic rubbish dump. Seeing neighbours' homes demolished was wrenching and on top of that has been the noise, the dust and traffic and night work in case the daylight disruption wasn't enough. None of this has been reflected in the 'cumulative impacts' assessment in the EIS for which there has been no actual assessment at all of the experience of residents during the Stage 2 New M5.

I object to unfiltered stacks in our community (they are planned for Haberfield, St Peters and Rozelle). In Rozelle there will be an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I cannot understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks. I completely reject the statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks. The government is exposing itself to a massive risk of compensation payouts if it does not require filtration of all stacks as a condition of approval.

St Peters School would be “neatly” triangulated between the two sets of stacks which rise up above the Princes Highway. The prevailing winds in our neighbourhood are from the east, so the exhaust from the stacks will blow over the school whether the wind is coming from the south or the north.

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So we will have to put up with the exhaust from the tunnels and the additional car emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

I am concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

I object to the EIS on the grounds that it fails the Secretary's requirement for “meaningful” consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a ‘plan’.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection. The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner Council Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site 9 James St and City West Lk), based on TfNSW's own data, is the third most dangerous intersection in the inner west. Despite that, SMC wishes to bring in 100 heavy vehicle movements a day, plus an additional 70 light vehicle movements. There have been two fatalities directly out front the proposed site and it belied belief that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish, my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Yours sincerely, Richard Stanford 59/57-63, St Pauls Street, Randwick, 2013

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From: Kim Gilmour <campaigns@good.do>
Sent: Saturday, 23 September 2017 7:58 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, project number SSI 16_7485

Submission to WestConnex New M4/M5 EIS

I call on the NSW Minister for Planning to reject this Environmental Impact Statement.

The strategic justification for this project is inadequate. The justification for stage 3 now depends on even more tollways being built namely the F6 which impacts on my area as it threatens the only green corridor in the area, and many recreational areas and would cause traffic to exit into local suburbs.

Building more tollways would create an intolerable economic burden on the people of Sydney. Those who cannot afford to pay tolls will be penalised. There is less than two pages of analysis of toll avoidance in the EIS.

The Rozelle Interchange is no more than a design concept. It involves three levels of tunnels crossing under densely settled old urban streets. No one at the Sydney Motorway Corporation EIS sessions has been able to point to where a similar underground interchange has been built. SMC admit that this project would be extremely challenging at a technical level and that these challenges have not yet been addressed. A designer openly admitted that it was a concept that had been mandated politically and so far not been engineered.

Even as a concept, its dangers are revealed. Rozelle would be lumbered by an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. No project should be approved with so little detail included in an EIS. To do so would irresponsibly expose the community to huge costs and dangers without adequate investigation.

This EIS has so many uncertainties and contains so little information that it should not even be accepted as an EIS. On important issues like impact on groundwater or risks of flooding, the EIS contains so little detail that it does not even meet the standards expected of an EIS. Details are postponed until after a construction consortium is chosen. Only then will risks properly be identified. At that stage Councils and the public will have no right to information or feedback.

The WRTM model that has been used for the traffic analysis has been found by independent research analysts to be deeply flawed. It has not been publicly released, which has made it impossible for its assumption to be tested. The inadequate traffic analysis that has been undertaken shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange will be considerably more congested in 2033 if the project goes ahead. Haberfield that would have by 2023 endured 8 years of destruction and construction impacts would be also extremely congested near portals.

The justification for the project assumes that the F6, the Western Harbour Tunnel and other tollways will be built. The F6 project has not been assessed at all. It would involve the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. Transport experts are already arguing that motorists would not be prepared to pay the F6 tolls. The so-called benefits of the F6 are counted in this EIS but none of the costs.

I object on the grounds that the social and economic impact of the construction and flow of cars and trucks out of tunnel exits onto local roads throughout the Inner West (including in Haberfield, Ashfield, Newtown, Enmore and Alexandria) after the opening of M4/M5 has not been properly assessed. I am disappointed that rather than using a tick-box attitude to social and economic impact assessment, the consultants did not do any actual research into the impacts on communities of the construction of the M4East and New M5. The term 'construction fatigue' is not adequately explained or assessed by consultants who are biased towards construction.

The justification for the project depends on speculative traffic predictions for the future. It is highly likely that these forecasts are wrong which will mean that the air quality and noise impacts analysis is also wrong.

I object to Westconnex's analysis of alternatives, which is superficial and amounts to nothing more than a roundabout way of saying that the M4/M5 is supported by the Sydney Motorway Corporation. There is no serious engagement with the City of Sydney alternative plan. This is disgraceful.

I object to the fact that each Westconnex stage being assessed separately so there is never any accurate assessment of cumulative impacts. At a political level the NSW government may have seen it as desirable to keep adding tollways but NSW Planning should adopt a professional and independent attitude and reject this EIS that relies on tollway construction way beyond the scope of WestConnex.

I object to exposing residents in Haberfield and St Peters to another five years of construction. I do not consider either Option A or B to be tolerable for the residents in Haberfield and do not think that the EIS adequately represents the impact of overlapping years of construction on that area.

I also object to the choice of Darley Rd Leichhardt as a construction site. I find it hard to believe that RMS would allow such a dangerous traffic spot in Sydney to become more congested. Severe noise impacts on hundreds of residents are not acceptable to me.

I am also disturbed by the choice of Camperdown as a dive site. This is a densely settled already congested area which in parts is prone to flooding.

I object to unfiltered stacks. I completely reject that statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks.

I am particularly concerned that, according to the air quality analysis, motorists coming out of long tunnels will open their windows and be exposed to emissions that are far above the highest levels recommended in NSW.

I agree with the Heritage Council of NSW that the whole sale destruction of heritage buildings is not acceptable, particularly for a project that will not resolve but add to Sydney's traffic congestion. Already scores of heritage buildings have been destroyed.

I object to the uncertainty around the whole EIS. For instance, thousands of people will be subjected to tunnelling noise during the night for weeks at a time. In some cases it may be for three weeks and for others far longer. The EIS does not make clear what mitigation will be offered. Given the experiences of communities in Haberfield, St Peters and Granville, it is absurd to expect residents to have confidence in an EIS which makes almost nothing certain and everything flexible.

This EIS is an incomplete and rushed document and should not be accepted by NSW Planning. I therefore urge the Secretary of NSW Planning to advise the Minister to reject this EIS,

Yours sincerely, Kim Gilmour The Grand Parade, Brighton-Le-Sands NSW 2216, Australia

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