

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details
Attachments: 227564_EIS Objection_2017Oct15_0818.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Sunday, 15 October 2017 8:19:12 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:

Submission is attached.

No personal information is to be published.

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

https://majorprojects.accelo.com/?action=view_activity&id=227564

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 Planning Services
Department of Planning and Environment
Application Number: SSI 7485
Name: WestConnex M4-M5 Link

I wish to register my strong objection to Stage 3 (M4-M5 Link), particularly in relation to NW Rozelle. My reasons are set out below:

1. CAR PARKING CONGESTION & SAFETY ISSUES

It is stated that upgrades to the existing car park within King George Park will be implemented during construction, with around 30 carparking spaces being formalised (EIS 13.5.4). This is a well-used park, which accommodates up to at least 80 cars at any single sporting event on the weekend. Overflow cars usually spill into the side streets during the weekend. Reducing carparking to 30 spaces means that 50+ cars will be pushed into nearby 10k shared-zone local streets which are already crammed full with local residents cars. This is not feasible. Having so many cars circulating the shared-zones looking for parking is also dangerous for pedestrians, many of whom are children.

2. POLLUTION AND LOSS OF CAR PARKING SPACE

It is stated that a new bioretention facility at King George Park will be incorporated into the current carpark (EIS 13.5.4). It is unclear whether this facility is to be permanent or whether the water being pumped from the facility into Iron Cove will be filtered. It is not acceptable to pump toxic waste into Iron Cove. The bioretention facility is also taking up valuable parking space. See point 1 above.

3. SHARED-ZONE SAFETY ISSUES ON LOCAL ROADS

Clubb St is currently one of the main, and the widest access roads to KGP. Closing Clubb St (EIS Vol 1A Chapter 8 Traffic and Transport) will push traffic onto smaller side streets, which are shared zones. Diverting traffic to Callan and Springside as suggested is not feasible as both roads are extremely narrow with double-sided parking, as well as being shared zones. Two cars going in opposite directions cannot pass each other in Callan or Springside St. If the reduction of carparking space as KGP goes ahead (see point 1), traffic chaos will ensue as these cars navigate these narrow streets. There simply isn't the circulation capacity available to reduce parking or close roads.

4. LOSS OF PARKING SPACES IN LOCAL STREETS

On-street traffic parking for local residents is already at a premium. Residents are sometimes forced to park in Manning St and at KGP until a space becomes available nearer their homes, especially on the weekend during sporting events. There is also a high number of young children in this area, and parents need parking close to their homes to transport shopping and toddlers. Loss of any parking spaces in Toelle, Clubb and Callan Streets (EIS Vol 1A Chapter 8 Traffic and Transport)) is not feasible.

5. TRUCK MOVEMENTS

42 heavy vehicle and 140 light vehicle movements a day from the Iron Cove civil site have been articulated in the EIS (Vol 1A Chapter 8 Traffic and Transport). It is not clear from the EIS whether the light vehicles will be carrying spoil. Also, no analysis of the magnitude of increased noise pollution for local residents has been included here.

6. TRAFFIC CONGESTION VICTORIA RD NORTH OF IRON COVE

Where the project would connect to the existing road network, increased congestion is forecast in parts of Mascot, along Frederick Street at Haberfield, Victoria Road north of Iron Cove Bridge, Johnston Street at Annandale and on the Western Distributor (EIS, Vol 1A Chapter 8 p103). This is a major problem that deserves more than a sentence, especially in relation to Iron Cove Bridge which is already congested at peak hour, and Saturday mornings. Weekend traffic is particularly congested at the Drummoyne end of Iron Cove bridge where cars are trying to access Birkenhead Shopping Centre. Cars are banked up along Victoria Rd to turn left into Park and Formosa Streets & Henley Marine Drive. Has any traffic modelling been done on this part of the road? What is the point of pouring 54,000 extra car movements a day through the tunnel onto ICB and a suburban shopping strip (Victoria Rd, Drummoyne) to create a bottleneck? The speed limit within the tunnel will be 80km/h. RMS "Speed Zoning Guidelines" limits before and after tunnel are 60km/h. This change in speed would surely have the potential to increase this bottleneck further when road usage is high. This is not acceptable.

7. PEDESTRIAN/RESIDENT AMENITY

The artist's impressions at Figures 7.39 and 13.37 (showing a view of the ventilation facility and pedestrians using the sidewalk) bear no relation to reality. Currently pedestrians try to avoid walking along this side of the road because it is too exposed to traffic. It is an extremely grimy area, especially between ICB and Terry St. Where is all the traffic in the drawings? Tunnel portals are also areas of high levels of pollution. It is totally unacceptable that residents will have to consider their health before walking outdoors, as well as being aesthetically challenged by the stack which is disproportionately high to the rest of the buildings in the area and will cast a shadow at some point over the footpaths and a number of local homes.

8. UNFILTERED SMOKE STACKS

It is totally unacceptable that the pollution stacks for Rozelle are unfiltered. There is no safe level of exposure to particulate matter of 2.5 microns and less. Recently built tunnels in Tokyo successfully filter 98% of all pollutants. Building the stack near Rozelle Public School is totally unacceptable as young children are the most vulnerable to pollution related disease. Building the stack near the Bay Run which people use for exercise is also unacceptable.

Why haven't you considered using Bridgewater Park for your offices/machinery? It is an underutilized park not used for sporting events, so would be ideal for your purposes. How about spreading the load instead of destroying KGP and the surrounding community?

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details
Attachments: 227566_EIS submission-2017-10-15_2017Oct15_0844.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Sunday, 15 October 2017 8:46:11 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:

Re: WestConnex M4-M5 link EIS, Project Number SSI 16_7485

Please see a attached for details.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (comments)

https://majorprojects.accelo.com/?action=view_activity&id=227566

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

To Whom It May Concern,

I'm a resident of the Balmain and Rozelle district and I'm greatly distressed by the WestConnex proposal around my area which has largely impacted my shop as well as the occupants located at the corner of Victoria Road and Springside Street, Rozelle. I'm deeply disappointed by the NSW Government's lack of recognition on site specific impacts that the WestConnex proposal has brought to the individual communities and regions. I believe that the WestConnex Project has overlooked the long term living, health and wellbeing outcomes of its residents as well the economic impacts, namely the decentralisation of commercial investments and the inconvenience that it brings to the local residents.

I hope that through my expression of the major concerns below that WestConnex and the NSW Government will attend to my distresses and assist in resolving and mitigating.

➤ **Long term Air and Noise pollution on individual health and wellbeing**

Although authorities have produced numerous reports from specialists concerning the WestConnex proposal, they do not adequately account for localised impacts of ventilation stacks on health and air quality. There has been significant changes in WestConnex route along with the distribution of supporting facilities and much discrepancy in proposal around my site, earlier proposal in May has never mentioned ventilation stacks and recent design change not only proposed a 20m ventilation stack within 60m of my site but also a ventilation facility equivalent to a 5 storey building. Taking into consideration that there will be an increase in traffic volume with the narrowing of Victoria Road close to my site, there will ultimately be more air pollution with such a bottle neck effect as traffic has to slow down to expel more car emissions as cars emerge from the tunnel and cross this part of the Victoria Road. Understanding that the ventilation stacks will be unfiltered, it brings even more concern to our long term physical health as residents of the locality.

The proposal of the ventilation outlet nearby and the ventilation facility, there will be noise coming from these amenities. It does make our lives as local residents even more difficult considering that we have to face the issue of poor air quality on top of increased noise.

There is also the overshadowing issue with the 5 storey ventilation facility proposal which is directly opposite my shop on Springside Street. I believe that the overshadowing will have adverse effects on my shop.

➤ **Decentralisation of local economy and impact on small businesses**

Given that there are various shops along this part of the Victoria Road, the WestConnex proposal has seen the acquisition of a few shop fronts except mine which breaks the business strip and creates a decentralised of commercial/ retail area, detrimental to local business and owners seeking survival. I have been greatly affected by this as my current tenant, who has signed a 5 year lease is complaining that the WestConnex project is already impacting on their business running. Current tenant already has the intention of moving out and there will be a long period of vacancy which I find unjust having to deal with my loss without the NSW government being able to come up with any compensation strategy. I believe situation will worsen when construction begins and post construction especially with the increase in traffic volume and lack of parking, pedestrian friendly spaces, construction

noises and dust. With all these adverse effects, it makes it even impossible to operate a business there and devalue the property.

➤ **Congested traffic and lack of pedestrian friendly walkways**

There has been inadequacy in the transportation system to address the needs of local businesses and residents. The narrowing and widening of road sections makes the area, especially near my shop very unfriendly for accessing to the shop and pedestrians to use. I hope to see specific strategies implemented to resolve this where there can be safe and easy walking and parking links in the area.

➤ **Structural concerns during and post construction**

As my property has over 100 years in history, I believe structural stability will need to be compensated by its age. One of my major concerns will be the structural integrity of my building during and post construction, knowing that the WestConnex project involves underground and much excavation work. Construction vibration or changing soil content may damage the building. I find it crucial to be able to speak to a specialist to have a greater understanding of how the government can help to protect the property and to ensure that appropriate actions are taken in the efficient time frame. There is no functional management plan for these risks, no articulated complaints investigation process nor any articulated compensation and remediation strategy. When measuring the impacts in the EIS, residents have little confidence that any measures set out in approval document will be complied with.

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details
Attachments: 227568_17-10-12 [REDACTED] WestConnex EIS Objection_2017Oct15_0925.pdf

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Sunday, 15 October 2017 9:26:13 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]
Organisation: <none> (2039)
Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]


Content:

Please move the proposed Iron Cove emissions stack to the Rozelle Goods Yard. Peter Jones, Project Manager for the M4-M5 Link, has said he'd prefer to move this stack to the Goods Yard, and Adam Mattes, the SMC/RMS Air Quality expert has said that they have the technology and funds to do so, and that they will do so if residents and stakeholders ask them to do so.

IP Address: [REDACTED]
Submission: Online Submission from [REDACTED] of <none> (object)
https://majorprojects.acelo.com/?action=view_activity&id=227568

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



12 October 2017

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

To Whom it may Concern:

**REF: OBJECTION TO WESTCONNEX M4/M5 LINK EIS PROJECT NUMBER SSI
16_7485**

As a parent of a young child currently attending Rozelle Public School, and resident within 200m of the proposed M4-M5 Link, I write to express my strong objection to the WestConnex M4-M5 Link EIS for the following reasons:

INDICATIVE AND UNPROVEN DESIGN

- The indicative design is not final, which means that the successful contractor can then change the design, safety and hazard management plans and any other details of the design without referral or oversight by the Department or consultation with the community.
- Sydney Motorway Corporation has not identified any similarly large and complex underground interchange anywhere else in the world, which has resulted not only in no tenders for the project, but the Government's rejection of the one tentative prospective bid.
- This means that any projections or models underpinning the assumptions of this EIS are based on pure speculation, without any real data or precedent to support it. It is ridiculous to approve such a vague and untested design without any evidence whatsoever that it can actually be constructed, much less completed safely, on time and on budget.

**CHANGE IN ENTITY ADMINISTERING AND MANAGING CONSTRUCTION
TENDER**

- Furthermore, given that RMS is now responsible for administering and managing the bid, the EIS should be reissued, given that RMS has vastly different modelling, monitoring and engineering criteria than SMC.

HEALTH AND TOXIN ISSUES DURING CONSTRUCTION

- The current EIS proposes 3 to 4 years of 24/7 construction of a tunnel entrance/exit on Victoria Road approximately 200m from Rozelle Public School and Preschool (the School).
- It also proposes four unfiltered tunnel exhaust ventilation stacks; one 200m North West of and at a lower elevation to the School in line with prevailing winds, and the other 600m South of the School, also in a secondary prevailing wind direction, which will shower unfiltered emissions and toxic particular matter down on our children while at school, as they walk to and from the School, as they play at the School and in their own back yards and

at local parks, and while they sleep in their beds which will lead to adverse health effects on our children due to the unfiltered exhaust emissions.

- It also proposes buildings adjacent to or nearby the School being demolished for construction sites, leading to more dust and noise pollution, and unsafe demolition methods being used as evidenced at other WestConnex sites which poses a serious risk to our children's safety.
- Construction within 500m of the School between 7am and 6pm Monday to Friday will result in adverse health, safety, educational, developmental and well-being effects on children due to its proximity and during exactly the entire time that our children are present on School grounds.
- Construction noise and vibration from trucks and tunnelling for 24 hours a day, 7 days a week for a period of months or years which will;
 - Adversely affect our children's opportunities to learn and play during these times;
 - Adversely affect those of our children in Preschool to adequately rest during nap-times;
 - Further exacerbate and potentially endanger those of our children afflicted by pre-existing respiratory conditions;
 - Be deleterious to learning outcomes for those of our children suffering learning disabilities;
 - Is likely to result in the disturbance of lead and other soil pollutants known to be present in the soil throughout Rozelle which will be dispersed throughout the surrounding area, including the School.
- Will have an adverse impact on our children's sleep, leading to impaired cognitive processing and compromised learning
will adversely affect the children living to the North West of the construction site, in the area between Victoria Road, Springside Street and Byrnes Street as the road closures will isolate them and make it impossible for them to walk to school.
- Using all or part of King George Park and Oval as a construction site due to its proximity to the School and the use of this site will;
 - Impede the children's ability to participate in the School cross country carnival or the athletics carnival which are normally held at King George Oval, and pose a safety risk when the children walk to and from the School and the Oval to attend the carnival;
 - Be detrimental to the health of the children participating in the School swimming carnival which is normally held at Drummoyne Swim Centre due to the proximity of exercising close to the construction site;
 - Be detrimental to the general health and well-being of the children who use this park, playground and oval as their only means of recreation, as Rozelle is already severely lacking in safe open spaces for children to play in.

PREVIOUS ENVIRONMENTAL FAILURES DURING CONSTRUCTION

- 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.
- Indeed, there are no details of how lead-contaminated soil, asbestos, dioxins and other toxins and spoil will be safely removed without airborne particles being emitted during demolition, excavation and construction in Rozelle.
- 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.
- Similarly, residents in Beverley Hills and Haberfield have suffered catastrophic failures to contain toxic loads such as asbestos, with contractors failing to quarantine and cover outgoing loads during demolition and excavation.
- The Environmental Impact Statement for Stage 3 admits that the traffic and emissions around Rozelle and Drummoyne 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.

PROXIMITY TO SCHOOLS OF UNFILTERED SMOKESTACKS AND PARKS

- It is even more disturbing that one of these stacks, proposed for the Iron Cove entrance to the interchange, is less than 100 metres from Rozelle Primary School and Kindergarten and less than 400 metres from Sydney Secondary College, Balmain, putting the health and lives of nearly 2000 young children and adolescents at risk at these schools, and a further three schools within a 3km danger zone from these unfiltered smokestacks.
- This is exacerbated by the fact that, combined with 3-4 similarly unfiltered and even larger smokestacks at the Rozelle Goods Yard, Rozelle will suffer the highest concentration of unfiltered smokestacks in a 1km radius in Australia.
- Using all or part of King George Park and Oval as a construction site due to its proximity to the School and the use of this site will;
 - Impede the children's ability to participate in the School cross country carnival or the athletics carnival which are normally held at King George Oval, and pose a safety risk when the children walk to and from the School and the Oval to attend the carnival;
 - Be detrimental to the health of the children participating in the School swimming carnival which is normally held at Drummoyne Swim Centre due to the proximity of exercising close to the construction site;
 - Be detrimental to the general health and well-being of the children who use this park, playground and oval as their only means of

recreation, as Rozelle is already severely lacking in safe open spaces for children to play in.

- I note that Education Minister Rob Stokes declared this year that “I won't be party to putting stacks near kids. There's no way in hell I'd support any development that put the lives of pupils, teachers and parents at risk” and that “no ventilation stacks would be built near any school” in his electorate.
- In 2007, when proposing the **Roads Amendment (Lane Cove Tunnel Filtration Bill) 2007**, calling for filtration on stacks for the Lane Cove Tunnel, Planning Minister Anthony Roberts then declared that “this is about life and death...” adding that

“I believe the totality of the evidence is beyond reasonable doubt in favour of installing filtration and makes it obligatory for Government to unanimously endorse the installation of filtration technology in tunnels and stacks as a responsibility and a duty of care.

It is well known that these particulates cause problems and issues for unborn children. They cause asthma in young people and prevent the normal development of healthy lungs in children.

It is now world's best technology to filter tunnels. It seems that the only place in the Western Hemisphere that ignores the overwhelming and significant medical evidence about the danger of particulates from these tunnels and the significant health problems they cause young people and older people is New South Wales, and it is something that needs to be addressed.”

- In supporting this motion, Premier Gladys Berjicklian asked: “Why won't the Government allow people to sleep at night, knowing their children aren't inhaling toxins that could jeopardise their health now or in the future?”
- This is especially concerning given SMC has acknowledged traffic and emissions will increase as a result of increased traffic, particularly by diesel-fuel heavy freight vehicles, using the tunnel. 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.
- They will increase the concentration of air pollution at the tunnel entrance, given that the Iron Cove Bridge and Victoria Road in Drummoyne are already at capacity, which will lead to stop/start and slow moving traffic at the entrance.
- If the Premier, Planning Minister and the Education Minister can all fight for the health of children in their electorates, why can't they do the same for all children in NSW?
- Peter Jones, Project Manager of the M4-M5 Link and Rozelle Interchange and Andrew Mattes of RMS have both said they can move the stacks wherever they want, and Jones has stated he'd prefer the Terry Street stack next to Rozelle Public moved to the Rozelle Goods Yard. Therefore, I ask that the stack is moved to this location to avoid any potentially damaging impact on children's health, happiness and education.

INCREASE IN EMISSIONS NEAR SCHOOL

- The proposed interchange and tunnel increase car emissions, which are already responsible for the high levels of lead polluting the air at Rozelle, and the increased traffic volumes due to the tunnel will result in increased lead emissions from both the tunnel entrance and the unfiltered exhaust stacks
- This has been acknowledged by SMC and RMS, with their air quality expert saying in a meeting with Rozelle Public School parents on 20 September that this was calculated to be “approximately 0.2 children (morbidity) per annum.”
- Given this figure, and the fact that SMC is using dying children as a unit of measurement, what modelling or monitoring has it been using to budget for this morbidity in children, and why has it not released these figures? Where can we find this information and have it independently audited?
- Why won't SMC commit to independent monitoring or measuring of air quality at Rozelle Public School or on the proposed route of the interchange, to provide a benchmark to measure future emissions by?

ENGINEERING AND GOVERNANCE ISSUES WITH DARLEY ROAD SITE

- 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.

FLAWED BUSINESS PLAN AND INACCURATE MODELLING

- 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.

- It is absurd that while many of the pollutants and toxins that SMC have acknowledged will increase as a result of thousands more vehicles entering the interchange are also found in cigarettes, that while we filter cigarettes, SMC (or RMS) are proposing to install 3-4 massive pollution smokestacks in such a small and densely populated area of less than 1km – more than anywhere else in Australia, and potentially endangering the lives of thousands of people.
- 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.
- 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 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.

FAILURE TO PROVIDE ADEQUATE AND TRANSPARENT INFORMATION, COMMUNITY CONSULTATION OR TRAFFIC MANAGEMENT PLANS DURING AND AFTER CONSTRUCTION

- SMC does not provide adequate information to provide more detailed feedback and objections, and without any consultation with us and our community, we must object to the current very vague and potentially disastrous proposals being put forward by SMC.
- 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 cancelled all meetings with no notice or reason given with parents of Rozelle Public.

- 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 would be even worse for residents and students surrounding proposed works in Rozelle for the interchange, given that the proposed work site on Wellington Street is only 100 metres from Rozelle Public School, and works sites near King George's Park less than 10 metres from homes and parkland.
- 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.
- The tunnel will increase the road safety hazards to our children when walking and cycling to school during construction due to the volume of heavy construction vehicles as evidenced at other existing WestConnex construction, in particular along Victoria Road, Darling Street, Wellington Street, Terry Street and all side streets adjacent to these roads and within 200m of the School
- SMC offers no traffic plans for children to safely walk and cycle to School after construction, particularly near tunnel entrances
- SMC offers no traffic plans or contingencies to prevent rat runs and increased traffic volumes in residential streets in the catchment area by drivers seeking to avoid tolls
- SMC provides no assurances that current pedestrian crossings across Victoria Road between Toelle Street and Terrey Street, Moodie Street and Terry Street are preserved, or safe and convenient alternatives are found both during and after construction
- SMC provides no assurances that current bus routes and stops on Victoria Road are preserved, or alternative safe and convenient routes and stops are instated both during and after construction
- SMC provides no assurances that current cycle paths on Victoria Road are preserved, or alternative safe and convenient cycle paths are instated both during and after construction

THEREFORE, I ASK THAT:

- **Air quality monitoring be independently conducted and audited at the school before, during and after construction**
- **The ventilation shaft at Terry Street to be filtered for PM2.5, or moved to a safer distance away from the school to the Rozelle Goods Yard**
- **Truck management plans to ensure children's safety near the school during and after construction**
- **Traffic management plans to avoid rat runs within 2 blocks of the school during and after construction**
- **Limitations on construction hours, especially above ground, to business hours only**
- **Adequate and independently monitored hazard plans during construction, especially work site safety and the quarantining and removal of toxic materials during demolition, excavation and construction**
- **Adequate protection against excessive noise, dust, vibration and pollution during construction for the school and residents during and after construction, such as air-conditioning, sound proofing, double glazing**
- **A compensation fund established to protect and repair residents' homes from structural and other damage caused by construction**
- **A compensation fund established to protect and repair the school from structural and other damage caused by construction**
- **A compensation fund established to address residents' and childrens' health impacts and illnesses caused by construction and the operation of the tunnel in Rozelle, Lilyfield, Balmain and Drummoyne**

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, and provide a written response to each of the objections I have raised.

Yours Faithfully,

A handwritten signature in black ink, appearing to be 'S. [unclear]', written over a horizontal line.

From: [REDACTED] <campaigns@good.do>
Sent: Friday, 13 October 2017 9:22 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

REF: OBJECTION TO WESTCONNEX M4/M5 LINK EIS PROJECT NUMBER SSI 16_7485 As a parent of a young child currently attending Rozelle Public School, and resident within 200m of the proposed M4-M5 Link, I write to express my strong objection to the WestConnex M4-M5 Link EIS for the following reasons:

INDICATIVE AND UNPROVEN DESIGN • The indicative design is not final, which means that the successful contractor can then change the design, safety and hazard management plans and any other details of the design without referral or oversight by the Department or consultation with the community. • Sydney Motorway Corporation has not identified any similarly large and complex underground interchange anywhere else in the world, which has resulted not only in no tenders for the project, but the Government's rejection of the one tentative prospective bid. • This means that any projections or models underpinning the assumptions of this EIS are based on pure speculation, without any real data or precedent to support it. It is ridiculous to approve such a vague and untested design without any evidence whatsoever that it can actually be constructed, much less completed safely, on time and on budget.

CHANGE IN ENTITY ADMINISTERING AND MANAGING CONSTRUCTION TENDER • Furthermore, given that RMS is now responsible for administering and managing the bid, the EIS should be reissued, given that RMS has vastly different modelling, monitoring and engineering criteria than SMC.

HEALTH AND TOXIN ISSUES DURING CONSTRUCTION • The current EIS proposes 3 to 4 years of 24/7 construction of a tunnel entrance/exit on Victoria Road approximately 200m from Rozelle Public School and Preschool (the School). • It also proposes four unfiltered tunnel exhaust ventilation stacks; one 200m North West of and at a lower elevation to the School in line with prevailing winds, and the other 600m South of the School, also in a secondary prevailing wind direction, which will shower unfiltered emissions and toxic particular matter down on our children while at school, as they walk to and from the School, as they play at the School and in their own back yards and at local parks, and while they sleep in their beds which will lead to adverse health effects on our children due to the unfiltered exhaust emissions. • It also proposes buildings adjacent to or nearby the School being demolished for construction sites, leading to more dust and noise pollution, and unsafe demolition methods being used as evidenced at other WestConnex sites which poses a serious risk to our children's safety. • Construction within 500m of the School between 7am and 6pm Monday to Friday will result in adverse health, safety, educational, developmental and well-being effects on children due to its proximity and during exactly the entire time that our children are present on School grounds. • Construction noise and vibration from trucks and tunnelling for 24 hours a day, 7 days a week for a period of months or years which will; o Adversely affect our children's opportunities to learn and play during these times; o Adversely affect those of our children in Preschool to adequately rest during nap-times; o Further exacerbate and potentially endanger those of our children afflicted by pre-existing respiratory conditions; o Be deleterious to learning outcomes for those of our children suffering learning disabilities; o Is likely to result in the disturbance of lead and other soil pollutants known to be present in the soil throughout Rozelle which will be dispersed throughout the surrounding area, including the School. • Will have an adverse impact on our children's sleep, leading to impaired cognitive processing and compromised learning will adversely affect the children living to the North West of the construction site, in the area between Victoria Road, Springside Street and Byrnes Street as the road closures will isolate them and make it impossible for them to walk to school. • Using all or part of King George Park and Oval as a construction site due to its proximity to the School and the use of this site will; o Impede the children's ability to participate in the School cross country carnival or the athletics carnival which are normally held at King George Oval, and pose a safety risk when the children walk to and from the School and the Oval to attend the carnival; o Be detrimental to the health of the children participating in the School swimming carnival which is normally held at Drummoyne Swim Centre due to the proximity of exercising close to the construction site; o Be detrimental to the general health and well-being of the children who use this park, playground and oval as their only means of recreation, as Rozelle is already severely lacking in safe open spaces for children to play in. **PREVIOUS ENVIRONMENTAL FAILURES DURING CONSTRUCTION** • 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. • Indeed, there are no details of how lead-

contaminated soil, asbestos, dioxins and other toxins and spoil will be safely removed without airborne particles being emitted during demolition, excavation and construction in Rozelle. • 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. • Similarly, residents in Beverley Hills and Haberfield have suffered catastrophic failures to contain toxic loads such as asbestos, with contractors failing to quarantine and cover outgoing loads during demolition and excavation. • The Environmental Impact Statement for Stage 3 admits that the traffic and emissions around Rozelle and Drummoyne 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.

PROXIMITY TO SCHOOLS OF UNFILTERED SMOKESTACKS AND PARKS • It is even more disturbing that one of these stacks, proposed for the Iron Cove entrance to the interchange, is less than 100 metres from Rozelle Primary School and Kindergarten and less than 400 metres from Sydney Secondary College, Balmain, putting the health and lives of nearly 2000 young children and adolescents at risk at these schools, and a further three schools within a 3km danger zone from these unfiltered smokestacks. • This is exacerbated by the fact that, combined with 3-4 similarly unfiltered and even larger smokestacks at the Rozelle Goods Yard, Rozelle will suffer the highest concentration of unfiltered smokestacks in a 1km radius in Australia. • Using all or part of King George Park and Oval as a construction site due to its proximity to the School and the use of this site will; o Impede the children's ability to participate in the School cross country carnival or the athletics carnival which are normally held at King George Oval, and pose a safety risk when the children walk to and from the School and the Oval to attend the carnival; o Be detrimental to the health of the children participating in the School swimming carnival which is normally held at Drummoyne Swim Centre due to the proximity of exercising close to the construction site; o Be detrimental to the general health and well-being of the children who use this park, playground and oval as their only means of recreation, as Rozelle is already severely lacking in safe open spaces for children to play in. • I note that Education Minister Rob Stokes declared this year that "I won't be party to putting stacks near kids. There's no way in hell I'd support any development that put the lives of pupils, teachers and parents at risk" and that "no ventilation stacks would be built near any school" in his electorate. • In 2007, when proposing the Roads Amendment (Lane Cove Tunnel Filtration Bill) 2007, calling for filtration on stacks for the Lane Cove Tunnel, Planning Minister Anthony Roberts then declared that "this is about life and death..." adding that "I believe the totality of the evidence is beyond reasonable doubt in favour of installing filtration and makes it obligatory for Government to unanimously endorse the installation of filtration technology in tunnels and stacks as a responsibility and a duty of care. It is well known that these particulates cause problems and issues for unborn children. They cause asthma in young people and prevent the normal development of healthy lungs in children. It is now world's best technology to filter tunnels. It seems that the only place in the Western Hemisphere that ignores the overwhelming and significant medical evidence about the danger of particulates from these tunnels and the significant health problems they cause young people and older people is New South Wales, and it is something that needs to be addressed." • In supporting this motion, Premier Gladys Berijiklian asked: "Why won't the Government allow people to sleep at night, knowing their children aren't inhaling toxins that could jeopardise their health now or in the future?" • This is especially concerning given SMC has acknowledged traffic and emissions will increase as a result of increased traffic, particularly by diesel-fuel heavy freight vehicles, using the tunnel. 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. • They will increase the concentration of air pollution at the tunnel entrance, given that the Iron Cove Bridge and Victoria Road in Drummoyne are already at capacity, which will lead to stop/start and slow moving traffic at the entrance. • If the Premier, Planning Minister and the Education Minister can all fight for the health of children in their electorates, why can't they do the same for all children in NSW?

INCREASE IN EMISSIONS NEAR SCHOOL • The proposed interchange and tunnel increase car emissions, which are already responsible for the high levels of lead polluting the air at Rozelle, and the increased traffic volumes due to the tunnel will result in increased lead emissions from both the tunnel entrance and the unfiltered exhaust stacks • This has been acknowledged by SMC and RMS, with their air quality expert saying in a meeting with Rozelle Public School parents on 20 September that this was calculated to be "approximately 0.2 children (morbidity) per annum." • Given this figure, and the fact that SMC is using dying children as a unit of measurement, what modelling or monitoring has it been using to budget for this morbidity in children, and why has it not released these figures? Where can we find this information and have it independently audited? • Why won't SMC commit to independent monitoring or measuring of air quality at Rozelle Public School or on the proposed route of the interchange, to provide a benchmark to measure future emissions by?

ENGINEERING AND GOVERNANCE ISSUES WITH DARLEY ROAD SITE • 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.

FLAWED BUSINESS PLAN AND INACCURATE MODELLING • 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. • It is absurd that while many of the pollutants and toxins that SMC have acknowledged will increase as a result of thousands more vehicles entering the interchange are also found in cigarettes, that while we filter cigarettes, SMC (or RMS) are proposing to install 3-4 massive pollution smokestacks in such a small and densely populated area of less than 1km – more than anywhere else in Australia, and potentially endangering the lives of thousands of people. • 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. • 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 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.

FAILURE TO PROVIDE ADEQUATE AND TRANSPARENT INFORMATION, COMMUNITY CONSULTATION OR TRAFFIC MANAGEMENT PLANS DURING AND AFTER CONSTRUCTION • SMC does not provide adequate information to provide more detailed feedback and objections, and without any consultation with us and our community, we must object to the current very vague and potentially disastrous proposals being put forward by SMC. • 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 cancelled all meetings with no notice or reason given with parents of Rozelle Public. • 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 would be even worse for residents and students surrounding proposed works in Rozelle for the interchange, given that the proposed work site on Wellington Street is only 100 metres from Rozelle Public School, and works sites near King George's Park less than 10 metres from homes and parkland. • 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 Lik), 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. • The tunnel will increase the road safety hazards to our children when walking and cycling to school during construction due to the volume of heavy construction vehicles as evidenced at other existing

WestConnex construction, in particular along Victoria Road, Darling Street, Wellington Street, Terry Street and all side streets adjacent to these roads and within 200m of the School • SMC offers no traffic plans for children to safely walk and cycle to School after construction, particularly near tunnel entrances • SMC offers no traffic plans or contingencies to prevent rat runs and increased traffic volumes in residential streets in the catchment area by drivers seeking to avoid tolls • SMC provides no assurances that current pedestrian crossings across Victoria Road between Toelle Street and Terrey Street, Moodie Street and Terry Street are preserved, or safe and convenient alternatives are found both during and after construction • SMC provides no assurances that current bus routes and stops on Victoria Road are preserved, or alternative safe and convenient routes and stops are instated both during and after construction • SMC provides no assurances that current cycle paths on Victoria Road are preserved, or alternative safe and convenient cycle paths are instated both during and after construction

THEREFORE, I ASK THAT: • Air quality monitoring be independently conducted and audited at the school before, during and after construction • The ventilation shaft at Terry Street to be filtered for PM2.5, or moved to a safer distance away from the school, such as the Rozelle Goods Yard • Truck management plans to ensure children's safety near the school • Traffic management plans to avoid rat runs during and after construction • Limitations on construction hours, especially above ground to business hours only • Adequate and independently monitored hazard plans during construction, especially work site safety and the quarantining and removal of toxic materials during demolition, excavation and construction • Adequate protection against excessive noise, dust, vibration and pollution during construction for the school and residents during and after construction, such as air-conditioning, sound proofing, double glazing • A compensation fund established to protect and repair residents' homes from structural and other damage caused by construction • A compensation fund established to protect and repair the school from structural and other damage caused by construction • A compensation fund established to address residents' and childrens' health impacts and illnesses caused by construction and the operation of the tunnel in Rozelle, Lilyfield, Balmain and Drummoyne I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, and provide a written response to each of the objections I have raised.

Yours Faithfully,

[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]
Sent: Sat, 14 Oct 2017 22:56:18 +0000
To: [REDACTED]
Subject: FW: Submission Details for Anthony Sexton (object)

From: system@accelo.com On Behalf Of Anthony Sexton
Sent: Sunday, 15 October 2017 9:56:02 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Anthony Sexton (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Anthony Sexton
[REDACTED]



Balmain, NSW
2041

Content:
 I object to the project as set out in the EIS because:

- It would be a diversion of funds that should go towards building public transport infrastructure.
- Unfiltered exhaust stacks in my area would dramatically increase diesel fuel pollution. Diesel fuel is classified by the World Health Organisation as a class 1 carcinogen.
- It would involve the demolition of old buildings in heritage zones.

Submission: Online Submission from Anthony Sexton (object)
https://majorprojects.accelo.com/?action=view_activity&id=227572

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: Sat, 14 Oct 2017 23:33:20 +0000
To: [REDACTED]
Subject: FW: Submission Details for Pedro de Almeida (object)

From: system@accelo.com On Behalf Of Pedro de Almeida
Sent: Sunday, 15 October 2017 10:33:04 AM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Pedro de Almeida (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Pedro de Almeida
[REDACTED]
[REDACTED]
[REDACTED]

Bexley, NSW
2207

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.

[REDACTED]
Submission: Online Submission from Pedro de Almeida (object)
https://majorprojects.accelo.com/?action=view_activity&id=227574

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: Sunday, 15 October 2017 10:39:05 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 object to the principle of unfiltered chimneys for a road designed to make a profit for a private company. This is clearly against the public interest since Sydney residents and the NSW health system will be forced to pay a health cost so that the development can avoid paying for filtration. No unfiltered smokestacks should be approved. In particular 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=227578

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: Sat, 14 Oct 2017 23:42:30 +0000
To: [REDACTED]
Subject: FW: Submission Details for Hsien Tan (object)

From: system@accelo.com On Behalf Of Hsien Tan
Sent: Sunday, 15 October 2017 10:39:07 AM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Hsien Tan (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Hsien Tan
[REDACTED]
[REDACTED]

RoZelle, NSW
2039

Content:

I object to the unfiltered smoke stack at iron cove on Terry Street (next to the rozelle public school!!!)
SMC has the technology to built it at the Rozelle Railyard, so, put the stacks at the Rozelle Railyard!!! Do
not compromise our childrens' health!

[REDACTED]
Submission: Online Submission from Hsien Tan (object)
https://majorprojects.accelo.com/?action=view_activity&id=227580

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: Sat, 14 Oct 2017 23:46:30 +0000
To: [REDACTED]
Subject: FW: Submission Details for Oliver Young (object)

From: system@acelo.com On Behalf Of Oliver Young
Sent: Sunday, 15 October 2017 10:43:05 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Oliver Young (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Oliver Young

[REDACTED]

Rozelle, NSW
2039

Content:
Hi There,

My issues with this project as follows:

The information contained in the EIS has been marked as indicative and as such is subject to change. It is very hard to make comment on a document that is indicative only and very difficult to assess what the environmental impacts mean for me. None of the environmental impacts have been modelled on reliable environmental data (air, noise etc) as no base line testing was undertaken.

The proposed unfiltered stack near the iron cove bridge presents an unacceptable health risk. It is located in a very densely populated residential area, 100m from a primary school and numerous child care facilities. there is virtually no physical set back to adjacent residential properties and the air quality modelling is not based on an objective baseline study.

The iron cove stack should be moved to the rozelle rail yards.

Construction impacts for the residential properties and businesses and the rozelle primary school have not been well investigated or addressed as part of this EIS. EPA studies undertaken in the 1990's indicate significant levels of lead in the soil directly adjacent to Victoria Rd in the work area from Springside St Rozelle down to the Iron Cove Bridge. This presents a significant health risk to residents and students adjacent to the site.

The scale of the work zone for residents between victoria rd and callan park hospital presents significant health impacts for residents. Issues include noise, dust, increased traffic movements to name a few).

Operational impacts:

Ventilation plant and substation directly adjacent to houses on springside street and callan st.

Air quality from unfiltered stack

Increased noise from traffic being moved closer to residential housing

Consultation was piecemeal and little or no feedback from concept plan consultations was meaningfully incorporated into design. EIS was lodged 4 days after end of consultation


Submission: Online Submission from Oliver Young (object)

https://majorprojects.accelo.com/?action=view_activity&id=227582

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: Sunday, 15 October 2017 11:36:02 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:

As a local resident of the Easton Park area, I am actually supportive of the WestConnex project as a whole, as I believe that we need to move our infrastructure forward to cope with the increasing population demands on the Sydney inner city area.

I do, however, believe that this project needs to be done in a manner that respects existing residents and the communities that will inevitably be impacted by the project. It is our community that needs to live with the outcomes of the project for years to come. In this respect, I have 3 major concerns with the current proposal.

1. UNFILTERED EXHAUST STACKS

It is unfathomable to me that any modern project would even consider using unfiltered exhaust stacks, PARTICULARLY where it is in a heavily populated area. The exhaust stacks MUST be filtered and should be located as far away as possible from places like primary schools and community facilities that are frequented by children (eg. parks and playgrounds).

Unfiltered stacks raise concerns around future health issues and potential increased health services costs, which would far outweigh the short-term savings from not filtering the stacks up front.

2. DEPTH OF TUNNELLING AND LIKELY SUBSIDENCE IMPACTS

Although it appears that the tunnelling for the current project will be at a reasonable depth, the addition of tunnels to connect to the potential future Western Harbour Tunnel and Beaches Link project appear to have 2 impacts:

- i. the tunnels are shown to be at <10m depth in the area in and around Denison Street, creating likely noise and vibration concerns, and
- ii. as set out on pages 12-39 and 12-44 of the EIS, these works are expected to create ground movement/settlement for some properties of up to 35mm, which I understand to be above your own

guidelines. THIS IS HIGHLY LIKELY TO CAUSE SIGNIFICANT STRUCTURAL DAMAGE TO PROPERTIES IN THE IMPACTED AREAS.

3. EXPENDING PUBLIC MONIES ON PROJECTS NOT YET APPROVED

Linked to 2 above, whilst I understand that it may be beneficial to combine build costs in one project to avoid duplicated set up and staging costs, I also understand that the Western Harbour Tunnels project is yet to receive approvals and that, in fact, it may never be approved.

I find it unacceptable that the government should be expending public funds on building future tunnelling and infrastructure that relies on the approval of other project developments before that expenditure is actually of value to the community. This is particularly the case given its impact on the concerns above.

PROPOSED ACTIONS

As I said at the outset, I support this project as a whole and the benefits it will bring the greater Sydney area. However, I cannot support the current application/proposal until the above issues are adequately dealt with.

In order to support the proposal, I would require:

- A. That all exhaust stacks for this project be FILTERED to protect residents from unnecessary health risks.
- B. That no tunnelling of the Western Harbour Tunnel connections proceed until that project is approved in its entirety.
- C. That the depth of the Western Harbour Tunnel Connections be increased to a depth that ensures ground settlement across the entire project is kept within the EIS criteria of 20mm.

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

https://majorprojects.accelo.com/?action=view_activity&id=227586

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, 15 Oct 2017 00:51:15 +0000
To: [REDACTED]
Subject: FW: Submission Details for Justine Clarke (object)

From: system@accelo.com On Behalf Of Justine Clarke
Sent: Sunday, 15 October 2017 11:51:04 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Justine Clarke (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Justine Clarke
[REDACTED]

[REDACTED]

Rozelle, NSW
2039

Content:

I object to the smoke stack proposed at the top of our street put them with the others at the goods yard and there be no stack at the Iron Cove entrance, Peter Jones agrees. I object to the tunnelling, the pollution and noise pollution and the years of construction works that will effect mine and my children's lives, I have 2 children about to do their HSC and many other reasons why this is a terrible disruption for us to a problem that won't be solved. I do not want this tunnel to go ahead I object to the whole thing. Please take my consideration seriously and listen to the community when we say we do not want this to happen at all. Get serious about public transport.

Submission: Online Submission from Justine Clarke (object)
https://majorprojects.accelo.com/?action=view_activity&id=227588

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
Attachments: 227590_westconnex1_2017Oct15_1214.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Sunday, 15 October 2017 12:15:16 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]
[REDACTED]

Content:

Please see attached upload.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=227590

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

My submissions pertain to the Parramatta Road West and East sites (Option B) and to the EIS plan in general.

My children attend Haberfield Public School and I have parents living in the area with medical conditions.

I understand that the Haberfield Public School P & C Association have provided submissions on behalf of the school which I have read in draft.

I am in full support of those submissions however I wished to further note the disgust of the Haberfield School community at the misconceived EIS plan.

How could Option B with tunnelling excavation as well as stockpiling of excavated material and spoil haulage 24 hours a day, 7 days a week **200 metres from a primary school of more than 650 children** have even become a consideration?

DUST AND AIR QUALITY

There are ample studies which show that dust particles such, especially in young children lead to life threatening illnesses. Since the M4 East construction began, there has been a noticeable increase in dust pollution in the air. My parents who live approximately 400 from the current Northcote site are required to sweep every day to rid themselves of the dust film that penetrates into their house

I understand their neighbours are required to do the same. There is a continuous film of dust on the cars in the area.

Most alarmingly, there has been an increase in dust/respiratory illnesses in children attending the Haberfield school.

The current proposal indicates not only a large increase in the probability of dust release but also at a nearer **200 metre proximity** exposing children of at least 4 years of age to continuous 6 to 11 hour exposure (if attending the before and after school care).

PROPOSAL

At a meeting on Wednesday, 11 October 2017 at Haberfield School it was put to the representatives of the department how this could even be contemplated with such a large school community. We were informed that the plan was "indicative only". When asked what other plans there were, we were advised there were none. It begs the question as to whether there is community consultation at all.

We were then advised that this could be "mitigated". When asked what mitigation had been proposed, nothing was forthcoming. I do not approve of Plan B at all but if mitigation is the only consideration, I propose air conditioning units with adequate dust filtration in each class and meeting halls.

FURTHER MORE THE POLLUTION STACK CURRENTLY BUILT 200M FROM THE SCHOOL SHOULD BE BUILT WITH FILTRATION

NOISE

The Haberfield community were promised low impact noise with the Northcote acoustic shed. Despite this, windows have to be closed especially at night to allow sleep and school windows have to be shut.

Plan B proposes to bring the noise even closer. When this was put to representatives of the Department, we were told that the noise would not be so loud with closed windows.

The majority of classrooms in Haberfield are not air conditioned. The school has not been insulated for noise. The suggestion of closing doors and windows whilst 20-25 people are contained in one room is not conducive to learning or a healthy environment. This is not a solution and how it could be put as a proposal of "if the windows are shut the noise will be lower" is beyond ridicule.

We were further informed that it could be like aircraft noise which Haberfield was already subject to. Requiring staff and children to be subject to noise, similar to aircraft noise (which might last for a minute) on a continuous basis is inexcusable.

PROPOSAL

The school be properly insulated for noise and air conditioning provided as outlined above to be utilised in situations where children are required to have all windows and doors shut.

TOXIC CONTAMINANTS

We were informed at the meeting last Wednesday that the Department was aware of the likelihood of toxic contaminants at the old Muirs site which is proposed to be used. This would include asbestos (particles of which may travel by air), lead, metals, benzene etc. Children and adults are required to walk and drive past this site every day. This does not even take into consideration the fact that this poisonous material may become air borne **200 metres from a primary school**. This begs the questions of the certainty of legal challenges in the future to shut down the site, not to mention damages claims, especially in circumstances when exposure to such contaminants was considered and dismissed at planning stage.

PROPOSAL

Plan B should not be approved.

TRAFFIC

Plan B poses a significant real risk to the health and welfare of children. Proposing traffic of 170 daily heavy vehicle and 160 light vehicle movement is lacking in hindsight. The Haberfield community was advised with the last proposal that the community would be considered to ensure minimal impact. Despite this, trucks are regularly pulling out of the Brescia site at 3pm when children are crossing Paramatta Road; traffic was redirected to run past the Haberfield School; workers from the

construction site continuously park around the school area resulting in the inability for parents to drop off children at school; soil particles (with possible contaminants) has been seen coming off trucks and the school has had to utilise private transport at a cost to the school and parents where previously excursion sites had been accessed by walking

Proposal

Employment of individual between 8.30-9.30 and 2.45 to 3.45 to be stationed at Paramatta Road to ensure safe passage way for all children noting that contractors are breaching their obligations and there have been no repercussions.

The school and parents should be provided with a telephone number to contact to report all breaches of contractor obligations. An investigation should be conducted following each report and published on site and the complainant provided with a copy.

URBAN DESIGN AND LANDSCAPING

Despite promises of mitigation, no proper mitigation of the Haberfield has been proposed to date. This should be rectified immediately in an attempt to try to rebuild community faith which has been destroyed through the conduct of the first stage.

INAPPROPRIATE CONSULTATION

The pamphlets provided do not properly explain the proposed plans. The documents provided are misleading in that they are difficult for a lay person to understand. A call centre should be set up where people could call to properly understand the effects. Every meeting or stand I have attended has been staffed with people that talked the "public service talk". They could not answer any of my questions, had no knowledge of the facts and to date, despite reading extensively, I still do not fully understand the proposals. I am asked to provide submissions on things that are "indicators" only and yet other proposed sites have not been pinpointed.

GENERAL

The Ashfield/Haberfield community, despite being promised a stage one phase only with proper mitigation, is now faced with stage 2 in circumstances where many promises have been breached, there has been an increase in health issues, and no mitigation has been proposed whatsoever.

The community accepted the initial stage 1 without being told that Stage 2 was being contemplated. We were told it was short term in circumstances where this was obviously not the case. When this was put to the Department representatives at the meeting last Wednesday, we were informed that "This is a new project" and that they would not consider the history and promises of stage 1 as they weren't involved in that. THAT SIMPLY IS NOT GOOD ENOUGH.

Our children are now faced with 6 years of pollution, health risks, unacceptable noise and increased traffic risks. No proper mitigation of the destroyed community has been envisaged in circumstances

where studies have been published which confirm the risks which are so readily being ignored by the current Department.

The current plan B should be abolished. I repeat how could Option B with tunnelling excavation as well as stockpiling of excavated material and spoil haulage 24 hours a day, 7 days a week **200 metres from a primary school of more than 650 children** have even become a consideration?

From: [REDACTED]
Sent: Sun, 15 Oct 2017 01:34:39 +0000
To: [REDACTED]
Subject: FW: Submission Details for Catherine Welch (object)

From: system@acelo.com On Behalf Of Catherine Welch
Sent: Sunday, 15 October 2017 12:34:02 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Catherine Welch (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Catherine Welch
 [REDACTED]
 [REDACTED]

Sydney, NSW
 2015

Content:

I write to object in the strongest possible terms to the EIS for the M4-M5 link.

This is in fact the most extraordinary EIS I have read. It makes a comprehensive case for why this project should NOT proceed.

Given that it is impossible for a single person (who is also working full time) to properly digest over 7000 pages in the time we have been granted, I have concentrated my analysis on one issue (traffic) in my local area (Alexandria). This does not imply I am in favour of the rest of the EIS - for that, I endorse the City of Sydney's more comprehensive analysis.

In order to build the case against the project, it is possible just to quote from the EIS itself:

PERFORMANCE OF THE ST PETERS NETWORK

* 'Not all of the forecast demand to and from the Sydney Airport precinct could be accommodated in the peak hour without the proposed future Sydney Gateway project.' (Ch 8-pg 135)

* 'the surface road network in the model is unable to accommodate the forecast peak hour demands without the additional road capacity provided by the proposed future Sydney Gateway.' (8-135)

* "In the AM peak hour, the 2023 'with project' scenario network performance is similar to the 'without project' scenario performance. The average vehicle performance metrics are slightly improved compared to the 'without project' scenario, but there is a slight increase in the number of unreleased vehicles." (8-136)

* "In the PM peak hour, the network performance measures suggest that the 2023 'with project' case is more congested, which is reflected in longer average trip times, and average speed in the network dropping by about 28 per cent. Queueing in the network is not forecast to prevent entry to or exit from the project. However, congestion in the Mascot area limits vehicles able to travel through the network in the peak hour to enter the motorway." (8-136)

* "In the 2033 'without project' scenario, the AM peak hour network is very congested and all travel time

journeys assessed increase. Travel times show considerable improvement in the 2033 'with project' scenario. In the PM peak hour, routes that do not run through Mascot, such as Princes Highway to Euston Road, have comparable travel times between scenarios. However, the Railway Road to Gardeners Road and King Street to Sydney Airport Domestic Terminals routes are affected by Mascot congestion and travel times recorded in the 'with project' scenarios are consistently longer than the ones recorded in 'without project' scenarios." (8-141)

* "The 2033 AM peak hour network performance results show that the 'with project' scenario is forecast to provide improved network operation when compared to the 'without project' scenario."

* "In the 2033 PM peak hour, the network performance results show that the 'with project' scenario is more congested than the 'without project' scenario. Demand was reduced by about 400 trips to and from Sydney Airport, with those trips not being served by the network in the peak hour. However, the total demand still increases by 12 per cent and all indicators show that the network is performing inefficiently." (8-136)

* "the network is forecast to not be able to accommodate the forecast traffic demand." (Appendix H-pg 196)

* "the forecast one hour future demand would exceed the physical road capacity." (H-53)

* "In the St Peters interchange model area, the demand growth forecast by the WRTM in the 'with project' scenarios caused the operational models to become inoperable ..." (H-53)

LACK OF PROPER MODELLING

"...peak hour demand was therefore reduced in the 'with project' scenarios..." (H-53)

"For the purpose of analysing intersection performance in this assessment, all exit blocking constraints, applied in the microsimulation models to reflect network congestion beyond the modelled network extents, were removed. This allows for an assessment of the intersections within the modelled network, irrespective of any downstream queuing that would mask the actual operation of the intersection." (H-56)

CONCLUSION:

Four conclusions can be drawn:

1. The St Peters road network will be unable to cope - although just how badly it won't cope, we don't know, because of the relaxation of assumptions on which the modelling was based.
2. Modelling for the EIS has not been done to professional standards and needs to be redone
3. The St Peters network is facing severe capacity constraints in the future - but WestConnex will not solve this - in fact, it will worsen it. Yet alternatives to WestConnex have not been comprehensively evaluated.
4. Given that the project cannot work, the only response has been to claim that the solution lies with the addition of yet another tollway - the Sydney Gateway - which is outside the scope of the current one. Given there are no concrete plans for this additional tollway, this can be regarded as nothing more than wishful thinking.

To approve the project in light of the EIS would constitute a serious act of maladministration on the part of the Department of Planning and Environment.

Submission: Online Submission from Catherine Welch (object)

https://majorprojects.accelo.com/?action=view_activity&id=227592

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, 15 Oct 2017 01:39:58 +0000
To: [REDACTED]
Subject: FW: Submission Details for Lenore Smith (object)

From: system@acelo.com On Behalf Of Lenore Smith
Sent: Sunday, 15 October 2017 12:39:05 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Lenore Smith (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Lenore Smith
 [REDACTED]
 [REDACTED]

Rozelle, NSW
 2039

Content:
 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 .

While WestConnex might integrate with the wider motorway network, no evidence is provided demonstrating that it integrates with the wider road network - let alone the broader transport and land use system. For example the EIS provides no information about changes in traffic volumes entering the Sydney CBD caused by WestConnex. RMS has only just commenced work to identify which roads fanning out from WestConnex portals will need to be upgraded to deliver large numbers of vehicles to and from the project. It is therefore impossible to form a properly informed understanding of the environmental impacts - the very purpose of the EIS.

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.

Both the St Peters Active Recreation Area and the Rozelle Interchange Open Space are a false promise. Unless there is an agreement for construction and management these will be grassed wastelands with compromised amenity, adjoined by ventilation facilities in Rozelle, divided by above ground portals and difficult to access across busy roads.

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.

Scientists have found that there is no safe level of air pollution. As pollution levels rise deaths and hospitalisations rise too. A thorough cost-benefit analysis that takes into account the health effects due to increased exposure is required.

Concentrations of some pollutants PM2.5 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.

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.

The EIS states that the impact on regional air quality is minimal and thus 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). OEH needs to provide

information about the value of this standard and on the impact of new motorways on that level. 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

The St Peters and Rozelle interchanges are of particular concern. 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 is complicated by emissions stacks located in the Interchange - whereby pollution from the interchange is supercharged by the emissions from the stacks.

The Rozelle interchange has an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. The interchange has steep and long climbs, increasing emissions concentrations, which will then be pumped into the surrounding area. The modelling does not account for stop-start conditions. However, the EIS shows significant traffic volumes heading 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. The existing M5 in peak conditions may provide a more realistic base line.

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 has 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.

The EIS states that the project will improve connection to the Sydney Airport and Port Botany. It will not. The Premier herself has said that the Sydney Gateway does not form part of the WestConnex project. Without the Sydney Gateway, connections between WestConnex (St Peters Interchange) and Sydney Airport and Port Botany will be via congested surface roads in Botany and Mascot. As the connection is

unresolved, it is impossible to determine the effect on demand of the unknown pricing regime that will apply to the Sydney Gateway, nor how much travel time will be incurred - which might actually negate the already marginal proposed travel time savings.

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.

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,
Lenore Smith
28 Lilyfield Road, Rozelle 2039 New South Wales, Australia

Submission: Online Submission from Lenore Smith (object)
https://majorprojects.accelo.com/?action=view_activity&id=227596

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: Lenore Smith <campaigns@good.do>
Sent: Sunday, 15 October 2017 12:33 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 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.

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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.

Both the St Peters Active Recreation Area and the Rozelle Interchange Open Space are a false promise. Unless there is an agreement for construction and management these will be grassed wastelands with compromised amenity, adjoined by ventilation facilities in Rozelle, divided by above ground portals and difficult to access across busy roads.

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.

Scientists have found that there is no safe level of air pollution. As pollution levels rise deaths and hospitalisations rise too. A thorough cost-benefit analysis that takes into account the health effects due to increased exposure is required. Concentrations of some pollutants PM2.5 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. 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. The EIS states that the impact on regional air quality is minimal and thus 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). OEH needs to provide information about the value of this standard and on the impact of new motorways on that level. 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. The St Peters and Rozelle interchanges are of particular concern. 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 is complicated by emissions stacks located in the Interchange – whereby pollution from the interchange is supercharged by the emissions from the stacks.

The Rozelle interchange has an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. The interchange has steep and long climbs, increasing emissions concentrations, which will then be pumped into the surrounding area. The modelling does not account for stop-start conditions. However, the EIS shows significant traffic volumes heading 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. The existing M5 in peak conditions may provide a more realistic base line.

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.

The EIS states that the project will improve connection to the Sydney Airport and Port Botany. It will not. The Premier herself has said that the Sydney Gateway does not form part of the WestConnex project. Without the Sydney Gateway, connections between WestConnex (St Peters Interchange) and Sydney Airport and Port Botany will be via congested surface roads in Botany and Mascot. As the connection is unresolved, it is impossible to determine the effect on demand of the unknown pricing regime that will apply to the Sydney Gateway, nor how much travel time will be incurred – which might actually negate the already marginal proposed travel time savings.

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.

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, Lenore Smith 28 Lilyfield Road, Rozelle 2039 New South Wales, Australia

_____ This email was sent by Lenore 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 Lenore provided an email address (smithjones@ozemail.com.au) which we included in the REPLY-TO field.

Please reply to Lenore Smith at smithjones@ozemail.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: Sun, 15 Oct 2017 01:49:46 +0000
To: [REDACTED]
Subject: FW: Submission Details for company The Glebe Society (org_object)
Attachments: 227600_COS Wesconnex_Murray_2__2017Oct15_1247.pdf

From: system@accelo.com On Behalf Of MURRAY JEWELL
Sent: Sunday, 15 October 2017 12:49:08 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for company The Glebe Society (org_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Murray Jewell
[REDACTED]
[REDACTED]
[REDACTED]

Glebe, NSW
2037

Content:
Our submission is attached below

[REDACTED]
Submission: Online Submission from company The Glebe Society (org_object)
https://majorprojects.accelo.com/?action=view_activity&id=227600

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

15/10/17

Director, Transport Assessments Planning Services
Department of Planning and Environment

Dear Sir /Madam

Application No SS1 7485 Submission

The Glebe Society is a long-established community group representing the interests of nearly 400 members in Glebe and Forest Lodge. We appreciate the opportunity to make a submission on the M4-M5 Stage 3 Environmental Impact Statement. The Glebe Society objects to the M4-M5 Stage 3 project ("the project") for the following reasons:

- The project will have an adverse impact on inner city transport, and will direct more traffic onto the streets in the inner west of Sydney, including Glebe and Forest Lodge. Traffic modelling shows that the Anzac Bridge will have 60% more traffic by 2033 as a result of the project and there will be severe traffic levels and increased congestion on Johnson Street and The Crescent. There is forecast to be major impacts on bus travel times and reliability.
- The project does not meet the primary objective of providing a direct motorway connection between Western Sydney and Sydney Airport and Port.
- The project is the wrong strategy to meet the transport needs of Sydney. We note the alternatives to the WestConnex project that were initially considered. We consider that a more effective and less wasteful strategy would be to invest in lower cost alternatives; in particular, in public transport, rail freight improvements and demand management.
- The traffic modelling and forecasting underlying the project appear to be flawed.
- The underlying assumptions that justify the project are doubtful; in particular that congestion will continue to worsen as the population in Sydney increases. There are a number of reasons why this assumption may be false, including the changing pattern in the use of motor vehicles, the increased preference for high density living close to places of work, the sharing economy, the growth of services such as Uber and GoGet and the potential impact of electric and driverless cars.
- The Environmental Impact Statement is a strategy only document which does not commit to any design and does not address local impacts of the project. The final design, cost and implementation of the project will be made by the private sector owners of the Sydney Motorway Corporation and not by the Government. This is not acceptable.

Yours sincerely

Murray Jewell
For The Glebe Society

From: [REDACTED]
Sent: Sun, 15 Oct 2017 01:52:31 +0000
To: [REDACTED]
Subject: FW: Submission Details for Lester Jones (object)

From: system@accelo.com On Behalf Of Lester Jones
Sent: Sunday, 15 October 2017 12:49:08 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Lester Jones (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Lester Jones
[REDACTED]

[REDACTED]

ROZELLE, NSW
2039

Content:

I object generally to the Westconnex project because it is ill-conceived and not sustainable in the medium or long term - it will do nothing to improve traffic flows in the inner Sydney area and will most likely make things much worse, particularly for suburbs such as Rozelle and Lilyfield.

What I most vehemently object to is the proposal to position on Victoria Road, Rozelle, an ugly unfiltered exhaust stack which will be immediately adjacent to our home. We purchased our property in 2001 with a view to it being our final retirement home. Now we face the prospect, in our retirement, of not only having to put up with noise, dust, loss of amenity and general inconvenience of tunnel construction right next door, but to end up with an eyesore spewing carcinogenic all over our apartment complex.

If this ill-advised project must proceed, there is no logical, technical or economic reason why all of the exhaust stacks cannot be properly filtered as per best world practice. Only pig-headedness of course!

[REDACTED]
 Submission: Online Submission from Lester Jones (object)
https://majorprojects.accelo.com/?action=view_activity&id=227602

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, 15 Oct 2017 02:00:35 +0000
To: [REDACTED]
Subject: FW: Submission Details for Deborah Mills of N/A (object)
Attachments: 227604_171015 object M4M5 link EIS_2017Oct15_1259.pdf

From: system@acelo.com On Behalf Of Deborah Mills
Sent: Sunday, 15 October 2017 1:00:15 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Deborah Mills of N/A (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Deborah Mills
 Organisation: N/A ()

[REDACTED]
 [REDACTED]
 Balmain, NSW
 2041

Content:
 Deborah Mills
 2/21 Darling Street Balmain East NSW 2041
 PO Box 119 Balmain NSW 2041
 Phone: 02 9555 2533

October 15 2017

Planning Services
 Department of Planning and Environment
 GPS Box 39
 SYDNEY NSW 2001

Attention Director Planning Assessments

Re: Application Number: SS 7485: Application Name: WestConnex M4-M5 Link

My objections to this development are as follows:

1. Pollution Plumes

The Rozelle Rail Yards site is the location of 3 unfiltered ventilator shafts. A fourth shaft is proposed for Victoria Road close to its intersection with Darling Street. Tunnel Portals are also areas of high pollution and I understand that they too will be unfiltered and their location has not been revealed. I cannot find any

analysis undertaken to research the dispersal of these pollution plumes in different weather conditions.

Balmain residents have already experienced the health impacts of hydrocarbon related pollution from the Cruise Terminal in White Bay. The report on the NSW Environmental Protection Authority and the White Bay Cruise Ship Terminal conceded the significant impact that fumes, noise and vibrations from the ships have had on the surrounding community, acknowledged the significant health effects of higher sulphur fuel and that the resulting health effects outweigh the economic considerations of a single industry and recommended that the White Bay Terminal be retrofitted to include shore to ship power. The Berejiklian Government has failed to do this even in the face of evidence found by a government inquiry. In 2008 Gladys Berejiklian was well aware of the evidence of the deleterious impacts on health on of unfiltered ventilator shafts when she said of Labor:

"It's not too late, the Government can still ensure that filtration is a possibility. Worlds' 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?"

Even when the facts are uncontested the Berejiklian Government is willing to sacrifice the health of current and future residents, including children, in favour of projects which are or will be owned and operated by private business interests.

2. A failure to embrace evidence-led planning

The Berejiklian Government is adopting tunnel vision in its approach to the design of the WestConnex project. Where is the evidence that these new tunnels will take the traffic off the street when this has not been demonstrated with any other tollway tunnel built? No evidence is presented (or available). No major urban arterial road project, without carefully considered and implemented pricing signals, has succeed in easing traffic congestion for more than a few years. This is universally recognised in planning disciplines and is replicated by the Future Transport website, has been stated by the current Minister for Transport and the current Premier during her time as Shadow Minister for Transport. There is nothing in the WestConnex updated strategic business case (November 2015) that I can find that demonstrates learning from these previous projects. Why is there no discussion of strategies to make the roads and back streets less attractive than a faster commute with a toll? Where is the mention of more bicycle lanes and public transport?

If they believe their own claims that road traffic will be reduced (which goes against all scientific evidence), then where are the plans to reduce the number of lanes on the Anzac Bridge, or dismantle the Western Distributor which effectively bisects Leichhardt?

The EIS (Section 3.2) does not set out the specific transport needs addressed by the project but states additional road capacity is required to meet a projected increase in trips. It does not set out any trips, desire lines, demand corridors or growth that the WestConnex project is addressing. As a result it is not possible to assess the project's ability to meet those needs. Nor is it demonstrated that projections in growth in population and employment correlate to traffic demand increase along the proposed M4-M5 link.

It is already very difficult to get off the peninsula by road and the development of the Bays Precinct will add to this congestion. What evidence do we have of the integration of land use and transport planning?

3. Inefficient and non-competitive expenditure

We know that in stages 1 and 2 the tenders were awarded before project approval which has resulted in payments to the successful contractor for variations to the contract - payments which are made in a non-competitive environment and demonstrate a very poor approach to the administration of government funds.

The EIS (Synthesis, page 45) acknowledges the "uncertainties" associated with the WestConnex M4-M5 Link and that changes in the project should be reviewed to ensure consistency with the mitigation measures and environmental performance outcomes but fails to state who would be responsible for this review and no provision is made for public comment. The lack of transparency in this process is of grave concern, particularly on top of the already acknowledged cost blow outs.

4. Risk to property

According to the EIS the tunnel alignment, at times less than 10 metres, creates significant risk of ground movement and hence property damage. The EIS also identifies a number of sites where ground water movement above 20 millilitres is predicted. 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.

Yours sincerely

Deborah Mills


Submission: Online Submission from Deborah Mills of N/A (object)
https://majorprojects.accelo.com/?action=view_activity&id=227604

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

Deborah Mills
 2/21 Darling Street Balmain East NSW 2041
 PO Box 119 Balmain NSW 2041
 Phone: 02 9555 2533

October 15 2017

Planning Services
 Department of Planning and Environment
 GPS Box 39
 SYDNEY NSW 2001

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Re: Application Number: SS 7485: Application Name: WestConnex M4-M5 Link

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Even when the facts are uncontested the Berejiklian Government is willing to sacrifice the health of current and future residents, including children, in favour of projects which are or will be owned and operated by private business interests.

2. A failure to embrace evidence-led planning

The Berejiklian Government is adopting tunnel vision in its approach to the design of the WestConnex project. Where is the evidence that these new tunnels will take the traffic off the street when this has not been demonstrated with any other tollway tunnel built? No evidence is presented (or available). No major urban arterial road project, without carefully considered and implemented pricing signals, has succeed in easing traffic congestion for more than a

few years. This is universally recognised in planning disciplines and is replicated by the Future Transport website, has been stated by the current Minister for Transport and the current Premier during her time as Shadow Minister for Transport. There is nothing in the WestConnex updated strategic business case (November 2015) that I can find that demonstrates learning from these previous projects. Why is there no discussion of strategies to make the roads and back streets less attractive than a faster commute with a toll? Where is the mention of more bicycle lanes and public transport?

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Yours sincerely



Deborah Mills

From: [REDACTED]
Sent: Sun, 15 Oct 2017 02:13:10 +0000
To: [REDACTED]
Subject: FW: Submission Details for Carole Jones (object)

From: system@acelo.com On Behalf Of Carole Jones
Sent: Sunday, 15 October 2017 1:13:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Carole Jones (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Carole Jones
[REDACTED]

[REDACTED]

ROZELLE, NSW
2039

Content:

I object generally to the Westconnex project because it is ill-conceived and not sustainable in the medium or long term - it will do nothing to improve traffic flows in the inner Sydney area and will most likely make things much worse, particularly for suburbs such as Rozelle and Lilyfield.

What I most vehemently object to is the proposal to position on Victoria Road, Rozelle, an ugly unfiltered exhaust stack which will be immediately adjacent to our home. We purchased our property in 2001 with a view to it being our final retirement home. Now we face the prospect, in our retirement, of not only having to put up with noise, dust, loss of amenity and general inconvenience of tunnel construction right next door, but to end up with an eyesore spewing carcinogenic fumes all over our apartment complex.

If this ill-advised project must proceed, there is no logical, technical or economic reason why all of the exhaust stacks cannot be properly filtered as per best world practice. Only pig-headedness of course! Why has the Premier changed her mind regarding filtering the exhaust stack; what has influenced her decision? This must surely have come from pressure from forces that will gain financially from this decision. The State Government has a responsibility to all members of the electorate to make decisions in the best interest of the majority, not just the few powerful tollway builders and operators. We have seen in recent weeks, decisions made by the government that has had major impacts on the health and well-being of residents, funnily enough none of this has happened on the North Shore and Eastern Suburbs of Sydney!! This government is treating the residents of inner Western Sydney with contempt as there are no substantial electoral consequences to their poor decision making as they do not hold these seats and are never likely to. This matter should be aired globally to alert the world to what is happening today in Australia, where governments act for vested interests with little regard for well-being of residents and their future health. These decisions are made to appease their powerful mates, and not in the best interests of the majority.

Shame on you Gladys, what about putting this stack in your back yard??

[REDACTED]

Submission: Online Submission from Carole Jones (object)
https://majorprojects.accelo.com/?action=view_activity&id=227606

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, 15 Oct 2017 02:20:33 +0000
To: [REDACTED]
Subject: FW: Submission Details for Colin Charlton (object)
Attachments: 227608_pol don _2017Oct15_1318.pdf

From: system@accelo.com On Behalf Of Colin Charlton
Sent: Sunday, 15 October 2017 1:19:17 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Colin Charlton (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: yes

Name: Colin Charlton
[REDACTED]

[REDACTED]

Bondi, NSW
2026

Content:
 Whats wrong with Westconnex ?

It will not reduce congestion, it will increase it. It will result in induced demand and congestion at the edge of the area of Westconnex when traffic flows onto local roads.

The EIS, written by AECOM, is a farce. It is also a farce that AECOM is preparing the response to the submissions:

"Aecom, the same firm that announced last month that it would no longer provide traffic and revenue forecasts for toll road operators, having settled a \$280 million legal case for overly-optimistic forecasts for a proposed Brisbane toll road." <http://www.canberratimes.com.au/comment/westconnexs-climate-claims-dont-ring-true-20151027-gkkava.html>

The M4-M5 will create more polluting stacks

Westconnex will not cease with the M4-M5 but will continue not branded as Westconnex. This will result in more toll roads, F9, Harbour tunnel, and beyond with more polluting stacks and expenditure diverted from public transport.

The acquisition of homes and businesses has been a farce with more to come as Westconnex expands to solve the problems it has created.

The acquisition of private homes and businesses by RMS a NSW government agency with Westconnex, which are then to be sold to a private company who could not compulsorily acquire properties. A private company would only be able to purchase private homes and businesses only if the owners agreed to sell.

The F9 a tentacle of Westconnex will result in the acquisition of more homes and/or the destruction of parts of The Royal National Park.

The congestion created during the construction of Westconnex has not been measured against the reduction in congestion, if any, upon completion.

Westconnex has resulted in the displacement of hundreds of families. The approval of the M4-M5 would cause more destruction and displacement.

The footprint of Westconnex is massive compared to underground rail. The St Peters interchange is approx 72 hectares Green Square station approx 1.5 hectares. Green Square station takes traffic off the surrounding roads and reduces congestion, Westconnex does the opposite.

The construction cost of a rail tunnel would be much less than the M4-M5 8 lanes. The construction phase would create much less congestion and would obviously reduce congestion on completion.

Rat runs to avoid tolls will occur. The response to a toll on the M4 shows this will happen.

"The underground interchange at Rozelle will be complex to build because it will be up to 65 metres deep, and comprise three levels of tunnels and scores of entrances and exits, including a link to the proposed but as yet unfunded Western Harbour Tunnel." <http://www.smh.com.au/nsw/state-rejects-only-bidder-for-construction-of-westconnex-spaghetti-junction-20171011-gyysn9.html>

[REDACTED]
Submission: Online Submission from Colin Charlton (object)

https://majorprojects.accelo.com/?action=view_activity&id=227608

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

Political Donations Disclosure Statement to Minister or the Director-General

If you are required under section 147(3) of the Environmental Planning and Assessment Act 1979 to disclose any political donations (see Page 1 for details), please fill in this form and sign below.

Disclosure statement details

Name of person making this disclosure COLIN CHARLTON	Planning application reference (e.g. DA number, planning application title or reference, property address or other description) SSI 16-7485
--	---

Your interest in the planning application (circle relevant option below)

You are the APPLICANT **YES / NO** OR You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION **YES / NO**

Reportable political donations made by person making this declaration or by other relevant persons

* State below any reportable political donations you have made over the 'relevant period' (see glossary on page 2). If the donation was made by an entity (and not by you as an individual) include the Australian Business Number (ABN).

* If you are the applicant of a relevant planning application state below any reportable political donations that you know, or ought reasonably to know, were made by any persons with a financial interest in the planning application, OR

* If you are a person making a submission in relation to an application, state below any reportable political donations that you know, or ought reasonably to know, were made by an associate.

Name of donor (or ABN if an entity)	Donor's residential address or entity's registered address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
COLIN CHARLTON	2/71 EDWARD ST BONDI	THE GREENS	18/9/14	20
"	"	"	23/9/14	2,200
"	"	"	29/9/14	240
"	"	"	20/3/15	1,000

Please list all reportable political donations—additional space is provided overleaf if required.

By signing below, I/we hereby declare that all information contained within this statement is accurate at the time of signing.

Signature(s) and Date

Colin Charlton 15/10/17

Name(s)

COLIN CHARLTON

Cont...

Political Donations Disclosure Statement to Minister or the Director-General

Name of donor (or ABN if an entity)	Donor's residential address or entity's registered address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
COLIN CARRARA	2/21 EDWARD ST BUNDI	THE GREENS	18/9/14	20-
"	"	"	20/6/15	120-
"	"	"	30/6/16	1,500-

From: [REDACTED]
Sent: Mon, 16 Oct 2017 12:52:35 +0000
To: [REDACTED]
Subject: FW: Submission Details for Colin Charlton (object)
Attachments: 228391_pol don _2017Oct16_2350.pdf

From: system@accelo.com On Behalf Of Colin Charlton
Sent: Monday, 16 October 2017 11:51:21 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Colin Charlton (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: yes

Name: Colin Charlton
[REDACTED]

[REDACTED]
[REDACTED]
Bondi, NSW
2026

Content:

24 Climate change risk and adaptation

24.2.1 Policy setting

The Draft Climate Change Fund Strategic Plan 2017-2022 sets out priority investment areas for funding over the next five years, including up to \$100 million in new funding for actions to prepare NSW for a changing climate. As part of this priority investment area, the Draft Climate Change Fund Strategic Plan 2017-2022 identifies actions for reducing the costs to public and private assets arising from climate change, reducing the impacts of climate change on health and wellbeing, particularly for vulnerable communities, and managing the impacts of climate change on natural resources, natural ecosystems and communities.

More motorways more cars on the road more greenhouse gas emissions
Public transport less cars less greenhouse gas emissions

[REDACTED]
Submission: Online Submission from Colin Charlton (object)
https://majorprojects.accelo.com/?action=view_activity&id=228391

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

Political Donations Disclosure Statement to Minister or the Director-General

If you are required under section 147(3) of the Environmental Planning and Assessment Act 1979 to disclose any political donations (see Page 1 for details), please fill in this form and sign below.

Disclosure statement details

Name of person making this disclosure COLIN CHARLTON	Planning application reference (e.g. DA number, planning application title or reference, property address or other description) SSI 16-7485
--	---

Your interest in the planning application (circle relevant option below)

You are the APPLICANT **YES / NO** OR You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION **YES / NO**

Reportable political donations made by person making this declaration or by other relevant persons

* State below any reportable political donations you have made over the 'relevant period' (see glossary on page 2). If the donation was made by an entity (and not by you as an individual) include the Australian Business Number (ABN).

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COLIN CHARLTON	2/71 EDWARD ST BONDI	THE GREENS	18/9/14	20
"	"	"	23/9/14	2,200
"	"	"	29/9/14	240
"	"	"	20/3/15	1,000

Please list all reportable political donations—additional space is provided overleaf if required.

By signing below, I/we hereby declare that all information contained within this statement is accurate at the time of signing.

Signature(s) and Date

Colin Charlton 15/10/17

Name(s)

COLIN CHARLTON

Cont...

Political Donations Disclosure Statement to Minister or the Director-General

Name of donor (or ABN if an entity)	Donor's residential address or entity's registered address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
COLIN CARRARA	2/21 EDWARD ST BUNDI	THE GREENS	18/9/14	20-
"	"	"	20/6/15	120-
"	"	"	30/6/16	1,500-

From: [REDACTED]
Sent: Mon, 16 Oct 2017 12:56:31 +0000
To: [REDACTED]
Subject: FW: Submission Details for Colin Charlton (object)
Attachments: 228395_pol don _2017Oct16_2354.pdf

From: system@accelo.com On Behalf Of Colin Charlton
Sent: Monday, 16 October 2017 11:55:20 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Colin Charlton (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: yes

Name: Colin Charlton
[REDACTED]
[REDACTED]
[REDACTED]

Bondi, NSW
2026

Content:
No more Government acquisitions to be sold to private companies

[REDACTED]
Submission: Online Submission from Colin Charlton (object)
https://majorprojects.accelo.com/?action=view_activity&id=228395

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

Political Donations Disclosure Statement to Minister or the Director-General

If you are required under section 147(3) of the Environmental Planning and Assessment Act 1979 to disclose any political donations (see Page 1 for details), please fill in this form and sign below.

Disclosure statement details

Name of person making this disclosure COLIN CHARLTON	Planning application reference (e.g. DA number, planning application title or reference, property address or other description) SSI 16-7485
--	---

Your interest in the planning application (circle relevant option below)

You are the APPLICANT **YES / NO** OR You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION **YES / NO**

Reportable political donations made by person making this declaration or by other relevant persons

* State below any reportable political donations you have made over the 'relevant period' (see glossary on page 2). If the donation was made by an entity (and not by you as an individual) include the Australian Business Number (ABN).

* If you are the applicant of a relevant planning application state below any reportable political donations that you know, or ought reasonably to know, were made by any persons with a financial interest in the planning application, OR

* If you are a person making a submission in relation to an application, state below any reportable political donations that you know, or ought reasonably to know, were made by an associate.

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COLIN CHARLTON	2/71 EDWARD ST BONDI	THE GREENS	18/9/14	20
"	"	"	23/9/14	2,200
"	"	"	29/9/14	240
"	"	"	20/3/15	1,000

Please list all reportable political donations—additional space is provided overleaf if required.

By signing below, I/we hereby declare that all information contained within this statement is accurate at the time of signing.

Signature(s) and Date

Colin Charlton 15/10/17

Name(s)

COLIN CHARLTON

Cont...

Political Donations Disclosure Statement to Minister or the Director-General

Name of donor (or ABN if an entity)	Donor's residential address or entity's registered address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
COLIN CARRARA	2/21 EDWARD ST BUNDI	THE GREENS	18/9/14	20-
"	"	"	20/6/15	120-
"	"	"	30/6/16	1,500-

From: [REDACTED]
Sent: Mon, 16 Oct 2017 13:26:29 +0000
To: [REDACTED]
Subject: FW: Submission Details for Colin Charlton (object)
Attachments: 228407_pol don _2017Oct17_0024.pdf

From: system@accelo.com On Behalf Of Colin Charlton
Sent: Tuesday, 17 October 2017 12:25:16 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Colin Charlton (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: yes

Name: Colin Charlton
[REDACTED]
[REDACTED]
[REDACTED]

Bondi, NSW
2026

Content:
A late objection to this stupid project

[REDACTED]
Submission: Online Submission from Colin Charlton (object)
https://majorprojects.accelo.com/?action=view_activity&id=228407

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

Political Donations Disclosure Statement to Minister or the Director-General

If you are required under section 147(3) of the Environmental Planning and Assessment Act 1979 to disclose any political donations (see Page 1 for details), please fill in this form and sign below.

Disclosure statement details

Name of person making this disclosure COLIN CHARLTON	Planning application reference (e.g. DA number, planning application title or reference, property address or other description) SSI 16-7485
--	---

Your interest in the planning application (circle relevant option below)

You are the APPLICANT **YES / NO** OR You are a PERSON MAKING A SUBMISSION IN RELATION TO AN APPLICATION **YES / NO**

Reportable political donations made by person making this declaration or by other relevant persons

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* If you are a person making a submission in relation to an application, state below any reportable political donations that you know, or ought reasonably to know, were made by an associate.

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COLIN CHARLTON	2/71 EDWARD ST BONDI	THE GREENS	18/9/14	20
"	"	"	23/9/14	2,200
"	"	"	29/9/14	240
"	"	"	20/3/15	1,000

Please list all reportable political donations—additional space is provided overleaf if required.

By signing below, I/we hereby declare that all information contained within this statement is accurate at the time of signing.

Signature(s) and Date

COLIN CHARLTON 15/10/17

Name(s)

COLIN CHARLTON

Cont...

Political Donations Disclosure Statement to Minister or the Director-General

Name of donor (or ABN if an entity)	Donor's residential address or entity's registered address or other official office of the donor	Name of party or person for whose benefit the donation was made	Date donation made	Amount/ value of donation
COLIN CARRARA	2/21 EDWARD ST BUNDI	THE GREENS	18/9/14	20-
"	"	"	20/6/15	120-
"	"	"	30/6/16	1,500-

From: [REDACTED]
Sent: Sun, 15 Oct 2017 02:54:54 +0000
To: [REDACTED]
Subject: FW: Submission Details for Peter Hill (object)

From: system@acelo.com On Behalf Of Peter Hill
Sent: Sunday, 15 October 2017 1:54:04 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Peter Hill (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Peter Hill
 [REDACTED]
 [REDACTED]

Forest Lodge, NSW
 2037

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS

1.0

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.

The WestConnex project effectively locks Sydney into a series of large scale road projects. Completion of WestConnex, and the resulting increase in traffic, will put pressure on other parts of the road network requiring extensions to the north and south as is already envisaged. An alternative approach is to address particular bottlenecks that would improve the efficiency of the existing motorway network without building whole new motorways. This would then allow a higher investment in transit corridors which are better able to shape the city.

Major transport investments are a powerful determinant of metropolitan structure. Major transport projects need to be conceptualised within the context of a preferred urban structure, that is, 'creating the sort of city we want' as opposed to following the more conventional 'predict and provide' philosophy where transport investment simply responds to demonstrated demand. It makes more economic sense to prioritise transport infrastructure that will reshape the city in permanently advantageous ways, over those projects that are solving evident congestion problems.

Investment in rail infrastructure, such as the North West Rail Link, Second Harbour Crossing and the

previously proposed West Metro, is best able to facilitate such an urban form. In Transit Oriented Development, stations act as nodes around which are located higher densities of people, jobs and services. On the other hand, investment in road infrastructure, coupled with land use policies that separate land uses, has led to urban development on the periphery of cities and dispersal of the population. This urban growth pattern has led to rising trip lengths, congestion and an urban form where the car is often the only convenient option for travel. Different transport modes have also differing abilities to move large numbers of people in and out of dense urban environments across the world.

In dense urban centres the car is not only an inefficient mode for moving people in terms of land and energy use, but also in terms of carrying capacity. Inefficient transportation modes cannot move the number of people required to feed vibrant job- and service- rich urban cores.

What kind of city do we want? It's time to abandon the suburban model for Sydney.

For a place to become a more liveable, healthy, sustainable, resilient and successful city, it needs to become more walkable, supporting multiple modes of transport. Slavishly providing more space and money for major urban roads, because 'that's how we do things here', is a recipe for wasting more cash on a mode of transport that is already becoming obsolete, that is supporting undesirable forms of growth on the periphery, rather than healthier outcomes in the more desirable core of our city.

2.0

I urge the Secretary of Planning to advise the Minister to consider the following points from the report prepared by SGS Economics for the City of Sydney:

2.1

It is highly unlikely that there will be sufficient demand to ensure the various WestConnex tolls roads are viable.

Journey to work data does not support construction of WestConnex. Analysis suggests that the travellers in the key catchment, that are intended to be users, are now more likely to make use of public transport. Only four per cent of workers in Penrith, St Marys and Camden travel to the CBD. Furthermore, 90 per cent of work trips to the CBD from the west are made by public transport - compared to 74 per cent for Sydney overall. This suggests that major public transport improvements in this corridor might be a better way of managing travel needs and stimulating urban renewal.

2.2

The construction of Sydney's second airport at Badgerys Creek and the Moorebank Intermodal Freight Terminal (and smaller intermodal terminals around Sydney) may mean that the M5 extensions between Sydney Airport / Port Botany and Western Sydney are not required.

The Business Case for WestConnex was completed prior to the announcement of the second Sydney airport at Badgerys Creek. Sydney's second airport will not only change the distribution of passenger and freight movements around Sydney; it will catalyse local employment growth in related industries. The small proportion of workers from Sydney's west who work in the east tend to be employed in the manufacturing and transport-related industries. This proportion is likely to decline, with job growth around the second airport. The Moorebank Intermodal Freight Terminal will also change the pattern of freight movements.

2.3

It is not guaranteed that WestConnex would remove traffic from local roads.

Information on the impact of each component of WestConnex has not been made available. Data on assumptions, benefits and costs has not been released to date. This is in contrast to published material on NorthConnex, which considers expected traffic flow and impact on surrounding areas. With this lack of detail, there is uncertainty about whether dis-benefits, such as road congestion, particularly on secondary

roads will be generated.

For example, it appears unlikely that M4 East would draw sufficient traffic off Parramatta Road to significantly improve the local amenity and lead to significant urban renewal, over a "do nothing scenario" unless Parramatta Road capacity is reduced significantly, which does not appear to be a favoured approach.

2.4

Significant concerns about the process undertaken to assess WestConnex mean that the project requires significant scrutiny.

The Auditor-General's report in relation to the assurance processes associated with WestConnex raises serious concerns around the process undertaken to date and the adequacy of the project in terms of governance and independent assurance. The report suggests four gateway reviews were required but not undertaken.

Further to this, the significant State investment into WestConnex will reduce the ability for Government to invest in other infrastructure. It may also cause unintended dis-benefits as it does not adequately respond to current demographic and transport movements.

2.5

There are alternative solutions which better support Sydney's population and employment growth.

There may be alternative projects which could deliver more effective ways of achieving stated government objectives. For example, the West Metro proposed during the mid-2000s would connect the western suburbs of Sydney from Westmead to the Sydney CBD. The project aimed to provide fast, frequent mass transport. It would be likely to unlock urban renewal along Parramatta Road, Rosehill, Camellia, Parramatta East and Silverwater.

An alternative to alleviating road congestion by building new road infrastructure to increase capacity is to use pricing mechanisms. Reviewing or introducing pricing mechanisms was included as part of the NSW Long Term Transport Master Plan. The Master Plan proposed more efficient road user charges with pricing and revenue reforms.

Further, the toll road model suggested places an unfair burden on those residents of western Sydney who are required to use the toll road, by failing to provide public transport alternatives, embedding car dependency in areas of Sydney that are not adequately served with public transport and discriminating against those who cannot afford to pay tolls. People will be forced to choose between spending an increasing proportion of income on tolls or travelling on slower congested routes.

Conclusion

There is no doubt that Sydney's transport network requires significant investments to deal with the rapidly rising population.

However, I strongly doubt that WestConnex is an appropriate or even advisable response to these challenges.

Submission: Online Submission from Peter Hill (object)
https://majorprojects.accelo.com/?action=view_activity&id=227616

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, 15 Oct 2017 03:01:14 +0000
To: [REDACTED]
Subject: FW: Submission Details for Glenda Carson (object)

From: system@accelo.com On Behalf Of Glenda Carson
Sent: Sunday, 15 October 2017 2:01:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Glenda Carson (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Glenda Carson
[REDACTED]

[REDACTED]

Rozelle, NSW
2039

Content:

Westconnex Stage 3 will be a disaster for the residents of Rozelle, seriously impacting our quality of life and particularly our health. We already have to suffer the noise and pollution from overhead aircraft. The plan to build multiple unfiltered ventilation stacks at the Rozelle Interchange and another near Terry and Callan St is totally unfair for one suburb to have to cope with.

Both sides of Victoria Rd near the latter ventilation stack are densely populated areas-on the Western Side there are several hundred family homes, many of them occupied by young families. The Eastern side is a heavily built up area of mid-rise apartment blocks (Balmain Terraces) housing many thousands of resident and only a couple of streets to the north is Rozelle Public school with over 600 children.

The particulate matter from the stacks, even if released into the air 20 metres up, will settle over the whole area and end up in the lungs of residents. The long term negative impact on all residents, but particularly young children has not been adequately assessed.

The ventilation stack MUST be moved to a less densely populated area. If this cannot be done, the only option is to completely filter the air from the Westconnex tunnels.

Submission: Online Submission from Glenda Carson (object)
https://majorprojects.accelo.com/?action=view_activity&id=227618

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, 15 Oct 2017 03:19:15 +0000
To: [REDACTED]
Subject: FW: Submission Details for Zoe Brewster (object)

From: system@acelo.com On Behalf Of Zoe Brewster
Sent: Sunday, 15 October 2017 2:19:04 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Zoe Brewster (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Zoe Brewster
 [REDACTED]
 [REDACTED]

ROZELLE, NSW
 2039

Content:

I strongly OBJECT to the westconnex. My sons go to school at rozelle public school and I'm concerned about air quality for them. There will be smoke stacks close to their school and three at the bottom of our street. 24/7 air pollution for my growing children. Air quality must be monitored at the school before, during and after construction.

All ventilation shafts proposed for Rozelle, Lilyfield etc must be filtered for PM2.5!!!

I'm also concerned about 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 right under my house which was built in 1886 and may not withstand tunnels only 10 meters underneath us.

It is also bothering to me 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 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, and 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.

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 and our local parks and waterways.

The need for additional footbridges/underpasses across Victoria Road to Darling Street and to Terry Street is extremely important for safety of the local community.

Provision must be made for 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.

Lastly I'm concerned about tunnelling damaging our house or keeping us awake at night given how close we are to the construction.


Submission: Online Submission from Zoe Brewster (object)

https://majorprojects.accelo.com/?action=view_activity&id=227622

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
Attachments: 227626_Comments on M4-M5 Link 171015_2017Oct15_1505.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Sunday, 15 October 2017 3:06:09 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:

Concerns over unfiltered air discharge at Iron Cove and damage to buildings.

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (comments)

https://majorprojects.accelo.com/?action=view_activity&id=227626

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

Comments on WestConnex M4-M5 Link EIS

August 2017

I have a major concern regarding the published Environmental Impact Statement of the M4-M5 Link, relating to the proposed ventilation outlet at Iron Cove that will be unfiltered.

Immediately to the north of the proposed ventilation stack is Balmain Shores which contains high density apartments, whilst to the south east is Rozelle Public School. The wind roses for Rozelle contained in Figures H-5 and H-6 (Annexure H), indicate significant periods of time when southerly winds and NW winds are likely (although the precise location of the Rozelle OEH meteorological station is not provided).

During these times, the unfiltered exhaust will be directed to high density living and/or children. I strongly believe the exhaust ventilation stack should have filters installed.

Furthermore, I notice in Section 6.5.12 that construction of the tunnel entrances at Iron Cove is to be by rock hammers and rock saws. As there are several multistorey apartment blocks within 20m of the excavation site, I am concerned that the vibration from that equipment will unreasonably disturb residents and threaten the structural integrity of the apartment blocks.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

15 October 2017

From: [REDACTED]
Sent: Sun, 15 Oct 2017 04:14:01 +0000
To: [REDACTED]
Subject: FW: Submission Details for David Anderson (object)
Attachments: 227630_Submission to WestConnex Stage 3 EIS 151017_2017Oct15_1512.pdf

From: system@accelo.com On Behalf Of David Anderson
Sent: Sunday, 15 October 2017 3:13:12 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for David Anderson (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: David Anderson
[REDACTED]
[REDACTED]
[REDACTED]

ROZELLE, NSW
2039

Content:
See attached PDF

[REDACTED]
Submission: Online Submission from David Anderson (object)
https://majorprojects.accelo.com/?action=view_activity&id=227630

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

15th October 2017

David Anderson
44 Waterloo St
Rozelle
NSW 2039

SUBMISSION OF OBJECTION TO WESTCONNEX Stage 3 (M4/M5 LINK) EIS.
Project# SSI16_7485

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.

My concerns are but not limited to;

1. Design.

- Design is indicative only, lacks sufficient detail, therefore it is questionable whether the EIS will be relevant to the final design.
- The constant shifting of the scope of the project undermines the design clarity, with additional components added or withdrawn as Sydney Motorways Corporation endeavours to find cost effective solutions to traffic flow and construction issues as they arise, including issues such as Iron Cove portal, Sydney Airport Gateway and West harbor tunnel. This is planning on the run which will result in shambolic outcomes.

2. Objectives

- The EIS states that the project will improve connection to the Sydney Airport and Port Botany. It will not.
- The Rozelle and Iron Cove interchanges are not to meet the project objective of linking M4 East and New M5 (Part 3.3 of EIS) and should not be included in the Project.
- The EIS asserts that WestConnex will be a catalyst for urban renewal along major corridors. No evidence is provided to back this assertion. The Sydney

experience suggests that roads don't - this is not a likely catalyst e.g. Canterbury Road after M5 East; Cumberland Highway corridor after the M7.

3. Business case.

- Misrepresentation of the Benefit Cost Ratio (BCR) as 1.71 when it was 1.64.
- The Business Case did not identify Stage 3 WestConnex, connecting the M4 to the M5, as a priority for “filling in the missing links in Sydney’s motorway network”.
- The transport modelling is likely to have underestimated the impact of extra traffic induced by the additional capacity, which would significantly reduce the BCR.
- Insufficient justification was provided for the significant travel time savings, and economic benefits, factored into the BCR for business and light commercial vehicles – for instance there was insufficient analysis of origins and destinations of these trips.
- The construction costs appear too conservative – if these increase, the BCR would reduce accordingly.
- Other costs were not accounted for, such as reduced amenity on urban development, loss of land for higher value activities, and the health costs of potentially reduced public transport use.

4. Traffic

- 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.

5. Air quality

- The ventilation stack proposed at the Iron Cove bridge portal suggested location is unacceptably close to Rozelle Public School and residences either side of Victoria Rd, Rozelle between Iron Cove and Darling St.
- The Rozelle interchange has an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. The interchange has steep and long climbs, increasing emissions concentrations, which will then be pumped into the surrounding area. The modelling does not account for stop-start conditions. However, the EIS shows significant traffic volumes heading 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.

6. Alternatives

- Real integrated transport measures must be assessed. There is no evidence of scenario modelling being used to allow testing the ability of different packages of integrated transport measures to achieve outcomes. The Long Term Transport Masterplan states that integrated approaches are required to manage congestion. The NSW Minister for Transport claims that we “have to get more people on public transport.”
- The Secretary’s Environmental Assessment Requirements (SEARS) require analysis of feasible alternatives to the project. No feasible alternatives have been developed and no objective analysis of alternatives has been undertaken. While Section 4.4 of the EIS purports to cover *Strategic Alternatives*, it does little more than offer a discussion of why an alternative was not pursued.

Yours sincerely

David Anderson

0418210721

From: [REDACTED]
Sent: Sun, 15 Oct 2017 04:20:15 +0000
To: [REDACTED]
Subject: FW: Submission Details for Kevin Eadie (object)

From: system@acelo.com On Behalf Of Kevin Eadie
Sent: Sunday, 15 October 2017 3:20:04 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Kevin Eadie (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kevin Eadie
 [REDACTED]
 [REDACTED]

Drummoyne, NSW
 2047

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

Attention: Director - Transport Assessments

SUBMISSION - WESTCONNEX M4-M5 LINK - APPLICATION NO.SS I7485

On 16 August 2017 display advertisements in the Sydney press invited submissions based on the exhibition of an Environmental Impact Statement for the above proposed project. The closing date for submissions was to be 16 October 2017.

This submission OPPOSES both the project and the Application on the following grounds -

- 1 - The Application process should cease now, on the ground that the Minister for Planning has a conflict of interest. He is both the Approval Authority and a member of State Cabinet, which is in favour of the project.
- 2 - The project, if built, will reinforce car dependence in Sydney. This would not be in the public interest given the size of that sector of the community which does not have ready access to a motor vehicle, or cannot legally drive a motor vehicle, or for other reasons, does not wish to use a motor vehicle.
- 3 - The proposed road, being in tunnel, does not provide for walkers or cyclists to the same extent as it does for motor vehicle users.
- 4 - The finished project will not, and cannot function efficiently, without additional, as yet unspecified and

un-costed additional works such as the Western Harbour Tunnel, a road network expansion between Alexandria and Moore Park, known as the "A2MP Link", and other unspecified road network expansions.

5 - The design of the project is incomplete, yet the project is being offered for sale to the private sector. If the sale is successful, the final design, cost, and probity will be taken out of the public's view. Such a course is unconscionable.

6 - The project is being marketed by the government as a solution to traffic congestion. This is misleading. Many experts have stated that you cannot solve road congestion by building more roads.

Kevin Eadie
21 St Georges Cres.
Drummoyne, NSW, 2047.

15 October 2017.

WesConM4-M52.doc


Submission: Online Submission from Kevin Eadie (object)
https://majorprojects.accelo.com/?action=view_activity&id=227632

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: Sunday, 15 October 2017 3:31:05 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 emissions stack should be FILTERED, unobtrusive and located on Government land AWAY from the built-up residential and retail spaces of Rozelle, such as those located on and around Terry Street and the Rozelle Primary School and After School Care precinct on Wellington/Darling Street.

The noise and pollution of the construction, traffic congestion and unfiltered emission stacks are not wanted.

Build more public transport, such as a light rail that links with the existing infrastructure and connect it to Rozelle and the Rozelle Bay area.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (comments)

https://majorprojects.accelo.com/?action=view_activity&id=227634

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, 15 Oct 2017 04:47:38 +0000
To: [REDACTED]
Subject: FW: Submission Details for Arron Pine (support)

From: system@acelo.com On Behalf Of Arron Pine
Sent: Sunday, 15 October 2017 3:42:08 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Arron Pine (support)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Arron Pine

[REDACTED]

[REDACTED]

Camperdown, NSW
2050

Content:
 Dear Department of Planning / SMC / RMS

I fully support the construction of the M4 - M5 link as it is vitally necessary and would provide enormous safety, social, cultural, environmental, travel, amenity and economic benefits to the local community, wider Sydney metropolitan area, and NSW in general by finally linking key strategic Motorway networks together.

This would ensure Sydney develops a fully integrated Motorway network of the same high standard, efficiency and quality to other world cities such as Singapore.

There are however 2 significant and critical faults with the proposal:

Fault 1:

* Lack of Motorway to Motorway connectivity between New M5 and ANZAC Bridge traffic.

Fault 2:

* Overall complexity of the Rozelle Interchange caused by the inclusion of the Western Harbour Tunnel.

Recommendation 1:

* Revise design to include full Motorway to Motorway connectivity between New M5 and ANZAC Bridge traffic (just like M4 East to ANZAC Bridge traffic proposal).

Justification for recommendation 1:

- * Absurdity of current proposal of having 4 traffic signals between 2 critically important strategic Motorways.
- * Traffic signals between Motorways is not World's best practice and induces significant delays, accidents, start - stop situations and unnecessary congestion.
- * SHB / CCT to ANZAC Bridge are all Motorway standard, as is the New M5, therefore the linking of all together needs to be free-flowing Motorway to Motorway to create continuous, safe and consistent traffic environment for North Sydney / CBD to Airport (and beyond) traffic streams.

Recommendation 2:

- * Reduce complexity of Rozelle Interchange by completely eliminating current planning of Western Harbour Tunnel route from Rozelle to North Sydney.
- * All future planning instead for Western Harbour Tunnel should rather be focused on a new, far superior route via extension of Iron Cove Link to join M2 Motorway at Lane Cove River.

Justification for recommendation 2:

- * Western Harbour Tunnel route from Rozelle to North Sydney is completely inadequate as it:

1. Does not serve growth districts (North West, Macquarie Park etc).
2. Does not provide true Western CBD Bypass for M2 / Lane Cove Tunnel traffic.
3. Does not connect Western Sydney (via M2) to Westconnex.
4. Is poorly integrated into the strategic positioning of the Sydney Motorway network.

- * An extension of Iron Cove Link to join M2 Motorway at Lane Cove River is far superior as it:

1. Truly finishes the connection of all 3 East to West Motorways (M2, M4 and M5) to Westconnex.
2. Allows for a future extension to Wahroonga (via Macquarie Park to M1 link), so as to relieve traffic on Pacific Highway through Lower and Middle North Shore.
3. Provides a true CBD Bypass, allowing the current Warringah Freeway to be utilised for local and Northern Beaches Tunnel traffic more effectively.
4. Relieves pressure off Lane Cove Tunnel.
5. Was always intended as the Northern Gateway route via the F3 Expressway proposal of the County of Cumberland Planning Scheme 1948.

In summary, the M4 to M5 Link proposal is an excellent addition to Sydney's Motorway Network.

However the adaptation of the 2 recommendations above would ensure it is more efficient, beneficial for long term growth, and truly full-filling it's function of facilitating safe and optimal travel well into the future.

This would ensure Sydney maintains it's standings as a World City with truly high quality transport infrastructure.

Kind Regards,

Arron Pine

[REDACTED]

Submission: Online Submission from Arron Pine (support)

https://majorprojects.accelo.com/?action=view_activity&id=227638

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: Sunday, 15 October 2017 3:45:04 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 Westconnex project for a number of reasons:

- 1) On the broad scale, I do not think it is the best use of resources, which should be used instead to improve public transport and community facilities.
- 2) The proposed construction actions are likely to cause loss of amenity and adverse health effects to local communities for several years, and perhaps after construction ceases. I will not detail all these, but refer to the many issues raised by the Inner West Council. Leichhardt and other affected suburbs are closely settled, quite fragile suburbs, in general with narrow roads and limited road transport corridors, and would be badly affected by the extraordinary disruption of the large scale construction. This is evident by what has occurred in Ashfield and Haberfield.
- 3) Sometimes great inconvenience and even harm can be balanced by a good end result. However the Westconnex will give limited and expensive (tolled) improvements to road transport generally, and is likely to result in adverse results to local communities after completion, for example unfiltered air stacks, increased traffic, and loss of community land.

Therefore overall I am opposed to the Westconnex M4/M5 link going ahead.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

https://majorprojects.accelo.com/?action=view_activity&id=227642

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, 16 October 2017 6:56:06 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:

The proposed dive site in Darley Road Leichhardt for the Westconnex would lead to traffic disruption and delays for all traffic at this end of Leichhardt, and would divert much of the through traffic that currently uses Darley Road onto the already very busy Norton Street.

Pedestrian safety and convenience would be jeopardised, particularly as the site is close to the North Leichhardt Light Rail stop.

Continuing noise problems for the local population is another serious and distressing adverse effect of the proposed work.

Road safety would be at risk due to the truck movements on this curved, sloping suburban street and its surrounds. It is unclear what dust pollution may occur.

I do not support the project.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

https://majorprojects.accelo.com/?action=view_activity&id=227877

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, 15 Oct 2017 05:49:54 +0000
To: [REDACTED]
Subject: FW: Submission Details for john fitzgerald of Mr (object)
Attachments: 227654_john fitzgerald 106 Hayberry street crows nest westconnex EIS submission_2017Oct15_1645.pdf

From: system@accelo.com On Behalf Of John Fitzgerald
Sent: Sunday, 15 October 2017 4:46:31 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for john fitzgerald of Mr (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: john fitzgerald
[REDACTED]
[REDACTED]
[REDACTED]

Crows Nest, NSW
2065

Content:
Please find my submission attached

[REDACTED]
Submission: Online Submission from john fitzgerald of Mr (object)
https://majorprojects.accelo.com/?action=view_activity&id=227654

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

Name: John D. Fitzgerald

Signature: John D. Fitzgerald

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: 106 Hayberry Street

Suburb: Crows Nest Postcode 2061

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

EIS is Indicative only

1. 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 for 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.
- 2.

Overlap in construction periods

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. 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.

Human health risk

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.

Jobs created

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

Name: John D. Fitzgerald
Signature: John D. Fitzgerald

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: 106 Hayberry St
Suburb: Crows Nest Postcode: 2061

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

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.

Heritage impacts

6. 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.

Property acquisition support service

7. 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.

Biodiversity

8. 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.

Visual amenity

9. 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.

Lack of ability to comment on the urban design as part of the approval process

10. 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

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

Name: John D. Fitzgerald
Signature: John D. Fitzgerald

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

Address: 106 Hayberry Street
Suburb: Crows Nest Postcode: 2065

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

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.

Property acquisitions

11. 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.

Noise barriers

12. No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration.

Risk of settlement (ground movement)

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

Name: John D. Fitzgerald
Signature: John D. Fitzgerald

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: 106 Hayberry St
Suburb: Crows Nest Postcode: 2065

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

Ambient air quality

14. 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. 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.

IRON COVE AREA

15. 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.

Removal of vegetation

16. 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.

Substation and water treatment plant

17. 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.

Relocation of the Substation and water treatment plant

18. 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

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

Name: John D Fitzgerald
Signature: John D Fitzgerald

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: 106 Hayberry St
Suburb: Crows Nest Postcode: 2065

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

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.

Future use of the Darley Road site

19. 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.

Use of local roads by trucks

20. 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.

Local roads - prohibited truck movements

21. 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.

Requirement to use public transport or are bussed in by contractors

22. 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.

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

Name: John D. Fitzgerald

Signature: John Fitzgerald

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: 106 Hayberry Street

Suburb: Crows Nest Postcode: 2065

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

Alternative truck movement proposal

23. 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.

Noise impacts

24. 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.

Alternative truck movement proposal

25. 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.

Parking

26. 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

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Signature: John D. Fitzgerald

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

Address: 106 Hayberry St
Suburb: Crows Nest Postcode: 2061

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

place further stress on parking. The EIS needs to outright prohibit any worker parking on local streets.

Installation of a permanent motorway operations complex

27. 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

28. 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.

Ventilation facilities

29. 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.

SCHOOL SPECIFIC SUBMISSIONS

Impact on safe walking and riding to schools

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

Name: John D. Fitzgerald

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: 106 Hayberry St

Suburb: Crows Nest Postcode: 2061

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

30. 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.
31. 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.

Local roads - prohibited truck movements

32. 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.

Unacceptable construction noise impacts

33. 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.

No mention of aircraft noise

34. 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.

Risk of accidents

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

Name:

John D. Fitzgerald

Signature:

John D. Fitzgerald

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

Address:

106 Hayberry Street

Suburb:

Crows Nest

Postcode: 2065

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

35. 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.

Trucks on local streets

36. 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.

Acquisition of Dan Murphys site

37. 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.

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

Name: John Fitzgerald

Signature: John Fitzgerald

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: 106 Hayberry Street

Suburb: Cross Creek Postcode: 2061

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

✚ 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.

✚ I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.

✚ 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.

✚ 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 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.

✚ 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.

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]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Sunday, 15 October 2017 5:00:06 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:

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 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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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. An EIS based on inaccurate traffic analysis cannot be approved.

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.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=227656

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: Sunday, 15 October 2017 5:07:05 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]

Content:

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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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.

IP Address: [REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=227662

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, 15 Oct 2017 06:09:52 +0000
To: [REDACTED]
Subject: FW: [SUSPICIOUS MESSAGE] Submission Details for William Hynard (object)
Attachments: 227646_ATTACHEMNT 1_2017Oct15_1618.pdf

From: system@acelo.com On Behalf Of William Hynard
Sent: Sunday, 15 October 2017 4:19:10 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: [SUSPICIOUS MESSAGE] Submission Details for William Hynard (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: William Hynard
[REDACTED]
[REDACTED]
[REDACTED]

Leichhardt, NSW
2040

Content:

Firstly we like to say, we are not trying to stop the project, we understand that the project has to go forward. We do question the site location, as there are clearly better alternatives. However, if the Darley Rd site is going to go ahead, we need your full assurance that you will take our safety and health seriously.

We are one of the worse 3 effected houses in the red marked zone (just opposite the site, parallel to Darley Rd). We finally finished renovating our family home. We have put our soles into this house and planned it to the millimetre to suit our family. It has been designed with asthma and children in mind and also to suit working from home through open plan living. All our finishes have been selected with our family in mind and we truly love our house. We are very concerned about the West Connex impact and potential effects it may have directly and indirectly on our family.

We are not only worried about the noise, dust and pollution but also about the safety of our children. It is commonly known that the effect on children are more severe than on adults and we are worried the project may have both short and long term effects on our family. In addition to this we are also concerned that already excising health problems may get worse or flare up. We need a reassurance that the project proposes no danger or risk to our family and our general everyday life, living so close to the site. We also need special consideration in form of some improvements and adjustments, to create a safer environment and to try to aid with some of the problems due to noise, dust and pollution that the project will bring.

YOUR ASSURANCE AND PROOF

1. Please provide your written assurance and proof of that the project will have no negative effect nor propose any danger or risk to our family or to our property. This including (but not limited to):

- Not effecting our current or future health during or after the project is completed (due to additional ground movement, pollution, dust and noise or any other possible effect). Ie everything from minor effects

like more frequent common colds or eczema/allergy flare ups (even as an indirect effect) or more serious illnesses like cancer or worse.

- That it does not have any direct or indirect impact/ effect/ risk on our existing health issues ie asthma, sensitive skin conditions including eczema, tinnitus, allergies, migraine, night terrors etc (please see more info below)
- That it has no negative effect on our night or day sleep or add any additional stress (which indirect causes existing health issues to flare up or occur more frequent as well as may cause new problems).
- That it proposes no negative effect/ risk/ danger (indirect or direct or future) on our growing children both when it comes to their health but also development and mental health.
- That it proposes no danger or risk to our property or us residing in the back yard or inside the house, entering/ exiting the property or car and walking around in the area.
- That the trucks proposes no danger/ risk to our family (or visitors), our house (including all content) or other property ie our car and garden etc.

2. Please provide your written assurance, that in case the project propose any danger, increased risk or is believed, or is causing to have a negative effect on our safety or health, indirect or directly during the project or in the future, that the project will fully compensate and make correct, acceptable to us, improvements/ changes and address the problems within a timely manner.

3. Please provide written assurance that the project will make appropriate arrangement to deal with the safety issues, health concerns we have and may have, and possible problems the noise, dust and pollution will bring. And that these are carried out before the project commence for any existing concerns or known issues/problems.

4. Please provide written assurance that the project will take special consideration to our family as we are one of the most effected houses in the red area. And that the project will take our health and safety very seriously and make appropriate arrangements as mentioned in PROBLEM SOLVING.

WHY OUR FAMILY NEEDS SPECIAL CONSIDERATION

As mentioned above, we finally finished renovating our family home. We have put our soles in to this house and planned it to the millimetre to suit our family. It has been designed with asthma and children in mind and also to suit working from home through open plan living.

CHILDREN

- We have 2 kids, they will be 2 and 4 at proposed commencement of the project, and 6 and 8 years old at proposed finish of the project. These are very important years in their development. We also feel that the project proposes a safety concern to small children and families. We are concerned about the stress it may add and also the health problems it may cause direct and indirect due to relocation, noise, dust and pollution.

Please see links:

http://secure-web.cisco.com/10RR0-gCobo6KjYy6Hcu9HVq3pEW5NJuCy3w8wWzb3goHVh7HRee2uNkNEWdT29UcIWaaz54C7w-BgFAJ6mTkyyNCFHLCrTDpYSQqklz5KzTcGRIUvTaUHWnR8FIQ-osT5qP8zykiEi2XZgUqHAYLqu6BVIAbfUrXZI5AjvQZ4OQ07oEbftqUqSJ1cUnw_aVNMfhVCUjpuUePrUtOjypr4lv9wUcqvJGS7mXMv12zMzAFoAhjXQQS7BtpPN0tvRpYYT1EoOmWt8h3pkVB1H5UHXPGDifSYzR67odXv-ZVSkWsof6hRaB-DI_hmgt4FVz1mlQvrlr4sg52slaSB_53Q/http%3A%2F%2Fwww.urbanchildinstitute.org%2Farticles%2Feditorials%2Fstress-has-lasting-effect-on-childs-development
http://secure-web.cisco.com/16FIVR8MtG3bUoEbKAj959vK6Fzehqv7lwBOKzfktyIAFogrUxRiFjCb6ULvO8t2ZSx6oEIEIKNI2k4SJVtiYqWSfDgEJxDJDTXSRmcNBd1cXm_vsqVWuuDhmYcF-ba9tQ68L6hJSleZcKMjIwoEoBNYchnAKiW2LXF-rHPZ7Hzfv7cPiEV630Ogf1mFRu7Ww-JMgBnILsqMwLL1VPNqPlyLoAltz6T7KHlpik_lji-r1HPhJYgiaCBibTETOKXQro7OqIDC-BcO7DyWBZihGc416j1EGsyQoQVBbRq310Ftl_LVF528U1pJH-3s4r0O/http%3A%2F%2Fpediatrics.aappublications.org%2Fcontent%2F113%2FSupplement_3%2F1037
https://secure-web.cisco.com/1n5-FD0WkGRTS8LPQr7Z7kOV85-LRSF2AaM3FHK_iWOiWRo6dLG4r74CrZhesWs4QoLURt9f79VI8RylsWuRRn4q3yfsFtOT9npRuAFr1EU

[HSCjB29eNF6Qx0uJE11r3A2LmTIQlly-XSe6Jn1IWCSdpp6kDALY03_Z1aSb8w85LjLC_3wlnEgC8_BJML0kVIK6V4g3rsRWfptntwuXc_V0x9cxrXYH5AVzbVtDmG5li46kJggxVtiPmq2Be1VAL_usoj4AzpkDVXPvkeWMLqqYXr6s83gDNKWPD2FxNdDGA4Exd5cDsGxsC2arVDMDHD/https%3A%2F%2Fwww.ncbi.nlm.nih.gov%2Fpmc%2Farticles%2FPMC1518911%2F](https://secure-web.cisco.com/1fIn_BEiUTKJ3j0njEGYgFK9W7hONVDvosk2uZ7ckh3ji4oh9KELaMQFIYZQEiHEdnSgtv78ykXecjzDGAcUaqe9LTjd5Jgfgd088v079Bn0wquMQCC57KEQv44GXZk6CVVic0JGy25fWaO8EmenMwTRAnDJKdw8fu498sbYc-7e_48KN5Z1McoScLMsWN5bg5BDVD1LS-hM3l1-X3K_bEaeMuW14XugMlhowWTrHVAEbyjS0kzSVrt6EzrlU9dIkH5fo5uiC78Guifky03wL-WpZ7nr1MKDf7FLj910ddXWSOWjBKXq_QGaKxYFR1Kgh68EjZm1fzzVQ1sZmi04fA/https%3A%2F%2Fwww.epa.gov%2Fsites%2Fproduction%2Ffiles%2F2015-07%2Fdocuments%2Fochp_noise_fs_rev1.pdf)
https://secure-web.cisco.com/1fIn_BEiUTKJ3j0njEGYgFK9W7hONVDvosk2uZ7ckh3ji4oh9KELaMQFIYZQEiHEdnSgtv78ykXecjzDGAcUaqe9LTjd5Jgfgd088v079Bn0wquMQCC57KEQv44GXZk6CVVic0JGy25fWaO8EmenMwTRAnDJKdw8fu498sbYc-7e_48KN5Z1McoScLMsWN5bg5BDVD1LS-hM3l1-X3K_bEaeMuW14XugMlhowWTrHVAEbyjS0kzSVrt6EzrlU9dIkH5fo5uiC78Guifky03wL-WpZ7nr1MKDf7FLj910ddXWSOWjBKXq_QGaKxYFR1Kgh68EjZm1fzzVQ1sZmi04fA/https%3A%2F%2Fwww.epa.gov%2Fsites%2Fproduction%2Ffiles%2F2015-07%2Fdocuments%2Fochp_noise_fs_rev1.pdf
http://secure-web.cisco.com/1MOBqoCYbvrr768bXiF0CXcXGDXIOZJSMLbEXcDXK78gUlpR7f6M-nAVuvInnWX_X0y95zs9nES6TA85K6CoONkDGKYBfICOnC2thJlAbJCFpw2K4hSglSoZusRJNUJPR_ii15KXTr1JBBRKLXT3ivcjsUd0HUj1CwOVptIUgN4GfvdUMxCdGzzFPi31mEX6bYY9RZZOV77g5AxpJ-JCPMiBJBER7OmrY6P86G9YAN0YFkgD8HA1ZXuUuh9x5oeravngwOPAorKZre_MqS03SRo3hm8rDzOZ-mw36Y5SUuSeaRvJfFyQji4CxcI_z4SFgsWt_7YsC_y0A6DGK7sWw/http%3A%2F%2Fchchearing.org%2Fnoise%2Fchildren%2F (mention noise effect from everyday items, the site will in its initial and final stages be a lot louder , perhaps during the project as well?!)
http://secure-web.cisco.com/1vSm2G9WwK43lgoBFbH5vQlCmbyNuWsnJWlj2FENn0MOT-62fNHGoM-jxypNKzu_ALuw85Sh7b_ga5t4-D7_PjzDwHKhl0zaDFjCjONL5GJA2DUP2L0p_VGkMyK7I0XUaDypVQMG6am956UjQraYFXAtYlhx6MZnKONebQYMLBFLym_iPHSp1AkyBXd1Y5A1PWOO035km9tbFgy9wOAUrS2cD_Gj1-Mb508kW9wcKNckDfVjoO9Ut9LohXCZ-rQfCXIDOUj-hsxSo82GCHssflqB7mxg3Y1Z6lTEuQxRot5aFsfXFPiZGGCxYzvkgG99/http%3A%2F%2Fhealthywa.wa.gov.au%2Farticles%2FF_1%2FHealth-effects-of-dust

- EZCEMA AND SENSITIVE SKIN

One of our children have eczema, the rest of the family have very sensitive skin. The condition is due to that the skin is yet not developed sufficiently. Being one of the largest organs of the body it is very important to our immune system as well. It is proven that the environment effects skin conditions such as dust and pollution, hence the concern. Also sleep deprivation as an indirect effect due to noise as well as stress elevates the symptoms.

See links

https://secure-web.cisco.com/1SzM-2l4bNk2Cq71YZgATRsutg6LaCYUL3noWRX929zU0Syl_afP7gAYeMvbHV2GoBk7olkfFHT1tmjLXRduCIYiG1PgVuBuRWvsof3ME7zI-0KKhDL8L4eexce8EyeBQ3xzt0rPtglDB2mWBBEXaACadSOlXqyyQYWpjOAKYvVXB1Pg2HVZsCicCESoFndtZCT0lv4e_USCilcTAdhDNG5hORhYXZgwXrDr-UhyjAYV1BSfMXxt0SaVWm5ceDjyFOaupc0BoFmDvil18LrfZPqYbgYS9Yl3dDt1LdqomGp24NxcHyZVtdxO9YG5M8pQ/https%3A%2F%2Fwww.inmo.ie%2Farticle%2FprintArticle%2F851
https://secure-web.cisco.com/1l049XI7nz9UPK4T_G_BSETq7pLU4xKdCH_jR-UDHOb1lx293ix-aXfNWOMdPZVYDLR--G4BSiRpb01vxft1V6-QPKEqMhcVZOQHOOiNvwgYZEVrGIHjmR9K1k3NtdrPOWMBueGINyQxbQpsPk-E2bLW10EMmZyYyDVucUWzFt0SAhp6sGq4nUhtsG2_o1FPFrcZke5FknQw8AFThpwx8eYZPcW6nBf5pwOlP_FweAsp00mBPZiQW1a4-362-Xbl62pwJrfqYgFQorE4UQFIVAvTqroV28n0ZBpheSMNHadVDhGek9igcs0S_H9hkX-13P16dOHTxjJ6KkfcV9lWhg/https%3A%2F%2Fwww.dermveda.com%2Flearn%2Fenvironment%2Fpollution%2Fhow-does-air-pollution-affect-eczema

- SENSITIVITY TO CHANGES

One of our children are very sensitive to changes. Night works, moving, noise and other changes in her everyday life routine will have a large impact on her.

- TINNITUS

One of us has tinnitus, noise may increase the negative effects on the condition (temporarily or permanently) please see link for more info:

https://secure-web.cisco.com/1BKELNOQrnbxj6Dt_Q9cxHp7TJ6kpcwj66sF4m0IHnQ82Dz0QDQ0E3444A6V8cEwMQIgoFw04ZxLlaV2FHXTfKAeqSFRgCIHwh8aCVnKp97Hzwsc2MTvfwDd03nQblwsBzuRo7DwbfxWRwQORWie1Iya32yU_QJZJ3SNInAPk5D9_YaKsPBP3qzndnAn8SQSMEG2jrz-kWcgZG0hb0FbGekDRG5veRtEeDjo1WoHTVLIAdY3WAARZCK1JbR7NvmiVFCsSm1Vonoy6G_Tp4MAEISBVU81zYyn8DxjMMjX2uwVEy8x-Olf2vTEvsfOG6-vcBasAlnOr2LTV2D7XgYxww/https%3A%2F%2Fwww.earsience.org.au%2Fflions-hearing%2Fsigns-of-hearing-loss%2Ftinnitus

AUTO IMMUNE DISEASE, ASTHMA AND ALLERGIES

- We have auto an immune disease in the family as well as asthma and a lot of allergies. It is commonly known that dust and Pollution causes negative effects on people with asthma and allergies. Also noise is an indirect problem as it triggers a stress response and can cause sleep deprivation which causes further problems. Pollution also may cause negative effects on the gut microbiota. There is epidemic data to show that air pollution has important health effects on the gastrointestinal tract. Please read report below stating "particulate matter could trigger and accelerate the development of gastrointestinal inflammatory diseases, particularly in genetically susceptible individuals. This can occur through a combination of factors, including increased gut permeability, decreased colonic motility and clearance, and altered gut microbial composition and metabolic function"

Please see related links:

https://secure-web.cisco.com/1eg-Ty296JvNp5obYXwO-NTLW3ejx_Z50sOLKHL-Ocbh9aUxPr72tiDuH8Ra-YyP_s_mewiK80m1ybEfmDzavzyWDNE5TNIR1LQn8nOnxsJYH2agmPtEOa7zLkOsJVeBQ-aDkwTsugNp3XYbaRqIKKK4hmv0tYqYRmjDitg_T08mBxoAlz1Ty4o60lnr-VZ-JaDcb28mORZif9g1INwGKzpyQA3NiiQDUH7OEea4ExgBnEIKmEA01Kf1-ZnmAyARSAOewReZXyxixrb-Hu-FPucTB0mJL_IPhT8BOWJo7xcU7UE9f9b-AFUgoueOdp46J/https%3A%2F%2Fwww.ncbi.nlm.nih.gov%2Fpmc%2Farticles%2FPMC4063847%2Fhttps://secure-web.cisco.com/1TenZNHCxM7yrNvDG1eNr5nsvC4MRmx8xp-iDksx9Z8J9UaCU8afXihpbCJ8BP7e7wkLkZ0ZnTcNw7u_-E9glX6IBHYyswzvK3TFkgJyfoXEKG7FT40UBqbFNmh1r8aJ6QiKuO2qjEBAfpFXckmIEo-j8LBqNDNr44d0I0qxhYHKUsUM4k-SHCnV8QY1StP5gN4ClcNwNt4LnpGtd1k61yDpIFCdXz8isZN4KZR2ng6GluN0Z23TVCQTqDYS27EJ9Dc7F8jNX5UNwUO32oXJwLVJx7Pm7nm5_TN3uviK5veoXTElw6Pf5y4TmfzXhqZw3DNhmqXkmlISu0dztwmHpfg/https%3A%2F%2Fwww.asthmaaustralia.org.au%2Fnational%2Fabout-asthma%2Fmanage-your-asthma%2Ftriggershttps://secure-web.cisco.com/1ryu6RuL5v5J46xk58BEXoleYouWRnvOB_R_pliljeu2FI_N-mNDsfqOp-71GF_3VAnXQS7x4j6Tf6VJ2hJmx38H8WV2OQkF1SdD9i8cv7miHqtrQpkvHTDeBksx7WRfZqbce_v8I6npwfdPKNUVxValEOC80RONuBnXUXf1fusMRA2tMYUxE_nZo20hH8YZe3VpajFMKdWYXGy8CIEdJWLXb2f8Y5iZJHOuJPHY8EqImSReBp0IOhOnx4ZssDv9SKW0Tq2Q4mDVy3yPaL6csFyHUnii8pOkddUlyFd5CTRgKbYodcZsUJT368559b_82-IgWWqT3QHxvT7RO9FAug/https%3A%2F%2Fwww.webmd.com%2Fallergies%2Ffeatures%2Fallergies-at-night#1

- MIGRAINE

We have migraine in the family, noise is a proven trigger to migraine. Indirect dust and pollution also causes negative effects as it is an allergy trigger which is a proven trigger for migraine. Also lack of sleep trigger migraines which is an indirect effect of noise. See links:

https://secure-web.cisco.com/1UJ0MrRo5N_5LR-5FIDEDvWolKN_rNd9ZuZCPcUHFSA0H5ODcDBXG-JH7zO6TJNxs9ZxbvVB7AmUZixxpmDGFM0goCfTjlcJ77KJMWtqvwzAAqar-KSJv8WcPjsNaVGJ2VXxCDouRg16NW8xviiUaLZ905fDsR-jNoaN-DAfo9_ip4jg8rF3Cn5FcGRbSSWW9Wsn1Qm4VZutMPdUHcgodl-YWFp88rOSTX5rNyAdHYvNuQrExPfYrP9JwZfDLF5qOxsZKzGpvy6-

[wRvej0tsfO_orUr4PqUh5iWnsxXXULjQLZjyq0cv4bBHdwQINJ4b3eKy-mR5Lj9Aok2LLJvlfXw/https%3A%2F%2Fwww.verywell.com%2Fhow-loud-noises-may-trigger-headaches-1719645](http://www.verywell.com/2Fhow-loud-noises-may-trigger-headaches-1719645)
https://secure-web.cisco.com/1mOaAJCHOYzeA1YGZa5aRqouCX_05emLqoMpRGIMg5UTodWmaKlkRCzilp0McvmpP-okHUh4pT1bg_4QEGayr7ov9y73MqYYvprnaCF1HliLaa23ZDXL4dcdNIWadiif_jMBFeMgaBd1c7F9Zvj-XXxOA3Hz2f3CQ6KUzU9WBNIG6usKLdGTFF09ajH6RBhRh8N3qpMTc4ZBL_ivgb87qGFA39bmN3kR9cPog0bTDKyx6Bs2pl8AzZeU5bdRHiQoN1HYMb11ONKy-8AMruGxM9OzpVVS13ipaXG3W_ySKCv6gq-5yl--PMNX7n5hY8PzYZNsl81NBz5T5FqGtBwFGHug/https%3A%2F%2Fwww.everydayhealth.com%2Fheadache-migraine%2Fmigraines-from-allergies.aspx
https://secure-web.cisco.com/1QV5TlxKJB-hZbl-wN3_3N49WcYFfuPFCo7TnMH-IVrw_vMtFRSM2M2iP8KtlvmrKRK4XgwgAunoD5hd2pVu9P6ymNxoyYxtDhXJ7kWDgw_DB_OW-6nZLkJqj4FUFQl6vYGhrbTVYcm411k9QpGCjeFJKncUyqMGLRswaD9iLokRmjehvViwR5ubuxui1lJfnNZuTA_1FpJaNjzFK1mPyF3K2LnmcmNzptv7NoQyytK8WHw9q5-rKrgHYWSogE4bRU-iUjPyfayGmTTGayxfMPMpZlvdWFjJiMMQbgNafYfrMdKSG3gmvb_8FLiqreaq7sPbDbO3rBv7zF2lhdqd_g/https%3A%2F%2Fwww.webmd.com%2Fsleep-disorders%2Fnews%2F20100624%2Flack-of-sleep-triggers-migraine-proteins#1

- NIGHT TERRORS

Both children have night terrors (different from night mares). Night terrors are associated with cause or factors of age, environment and triggers. Lack of sleep and noise is some triggers. Another is being unwell, which may be indirect effects from noise, dust and pollution due to its effects on health, development, stress levels and existing health problems.

See links:

http://secure-web.cisco.com/1Taj6-YHRI_RnOipmE1Ttq_jQ-GpSXk5Ctrebh7s2t173VAw1J4KLkj8OyYCVkeDBsC-cACcBRj2N9IYRIUQ6zYIV8-Rn5DMCYJdwOD17YmS5YWf1RXcKmmhMrJ5_pxK4inthBJnp-HNf9pEZhw_zBrDZvzx8A6QJSkd4jtljrme1jzte8L6yTm_jpYzOszWBlyxAGExK0fAcx8UYYYJI8HODNFY-PgwWklbDt0RXjk6hzzOoPE-VU0SFXvKGvxsmTsJ46lc6ymba0WB6CAGKc7hWxmzHX7NlhZ9AAjov7B16R1PA2eCeiM4RkLw9fzi6C_leYyr9qaoDSSMjbURPwfg/http%3A%2F%2Fwww.mayoclinic.org%2Fdiseases-conditions%2Fsleep-terrors%2Fsymptoms-causes%2Fdx-20341115
http://secure-web.cisco.com/11Vs6ACb9Mt9dl-K7VtT_I7nLC9QUJh8aLzFuj-nYwZaNtJK-2_SXOzddlaw5dpOYah2sFsiAm0as5WkA6_tWirQMmNV6wzcd4nRSHx0iqBa5zXhpnxfBzbKdXU1M35ilr_eYPGP1yhMu6g_8pWk3LySO_I7y7T7nTcMIdABxfabza77AHNiDKRU03dGyRPdzNkjGgmtrr4lhisVk6m_dsrRHuAXQm9h9YQIGGxV9hED-Bnj4DzhAQAUcDEgrs1_BVlb1fuBbOXZ65E-eRMyCca75n6dKzPNFuAo3d01aScaHyjdOUleoNYVxIRsCAxTCLyx0QINljWPWnVtzu0wE7g/http%3A%2F%2Fraisingchildren.net.au%2Farticles%2Fnight_terrors.html
https://secure-web.cisco.com/1XGas7pbglgMYHjTv29KemrOfGxx8lqYmZDODFLWXPJidRLQJqvOY6iBmRozA59ogFA_4q2Dj1DNDj0IVmc7ukWa1yoQ0USaxGtF5C6McP5UHyMUyze4cp4ggNDIR9RcGn4MC5hBGXhQ3aa5_K93KD0bm1gmmz8Wg_HixRaoPYtdcW5j5dtFEgXxnPahmQ0Z0H9i5zV1gZzpQNGoXboX0c3zDKfudM8g_LYn5Qtiw-8qmGYehSO9mMeR63NDdJjWztusZv4h3fKUP-DDUyHYYTh1YFqBZtJvdanZmtoTFWPvFzrgUOeo5V_kpiHR76BYLZD/https%3A%2F%2Fio9.gizmodo.com%2Fnight-terrors-the-real-reasons-why-you-wake-up-scream-1536052042%3FIR%3DT

PROJECT CONCERNS AND PROBLEMS

HEALTH

- Health effects due to DUST.

We have asthma and eczema in the family which the additional dust will have a direct and indirect negative effect on. It is commonly known that dust has a negative effect on everyone's health but especially on growing children. It also causes indirect negative effects. We are also concerned about the indirect

problems

- Health effects due to POLLUTION.

Again, we have asthma and eczema in the family which the additional pollution will have a negative effect on. Pollution is not good for anyone in particular growing children. As mentioned above a new Ventilation System will ease the effects inside our house but not outside which needs to be addressed by the project as per mentioned above as well as plan which lets out least amount of pollution in regards to account for letting out the least possible pollution in idling vs cold starts and plan for this and contain and filter the most pollution possible.

- Health effects due to NOISE.

SLEEP DEPRIVATION. Noise is commonly known to cause sleep deprivation which can cause long term and short term negative effects on health and mental health. Including high blood pressure, heart complications and psychological consequences. Our children sleep during the day which will be effected for the duration of the project but have even more so in the initial and final stages. The whole family will also be effected of this in case of night works. It is commonly known that sleep deprivation is bad for everyone especially growing children, it also causes stress in the body, making people more prone to illnesses, migraines, eczema flareups, asthma problems among other problems. It also effects learning abilities, mental health, the list can go on and on. Noise will also effect the one of us with tinnitus in a negative way. We therefore need a suitable and acceptable (to us) plan for how to resolve this problem. See link https://secure-web.cisco.com/1woaXD93rHpY2bMdgkBRKYY8CaXirg9DOWXD47UVkh9Z6tiX-RCb_8tUkgTeibqLIO-MYW3MQ6SvhVsHT2r6_LQdqv4Ijv8wTRCyGBdemavtVUcphBDoQBBNgHswpDLPY6cfFeW_MxzBwd3qxpI6GyjvgteoFSsEku5SFTYWbt0WBCW2iaSghDOMjlhzg9yl8hW1bF0IDLb0V4axjr7oFzFRN8ZqNKg5-sJ17CN-A3B0E4bY52zY3Jx_LzY-L12E7BqwkPEI2r5JervC7_r1dE5bOvSt7clhPv-NHwOL3Hw4GvjplbJVUyZXjOF3-fz6MbXNZS25OExjIno3j_MnrqQ/https%3A%2F%2Fwww.webmd.com%2Fsleep-disorders%2Fss%2Fslideshow-sleep-deprivation

TRIGGERS AND OR ELEVATES MIGRAINES, ASTHMA AND ALLERGIES, TINNITUS, ECZEMA AND SENSITIVE SKIN. Noise has an indirect effect on all these conditions.

We were severely effected by the noise due to the Dan Murphy build, especially the road works, which will be more severe with the WestConnex works. Not only the noise but also the sleep deprivation that came with it effected us more than an average family due to health reasons etc mentioned above. Adding this to already being sleep deprived due to sleep patterns of our children and health. Sleep deprivation is commonly know to cause problems in adults but is worse for children. There were many sleepless nights and it was extremely noisy, we can not image how bad it will be if the site gets approved.

For more information on indirect and direct effects on health and conditions in the family due to pollution, dust and noise. It all has to be taken in to consideration applying a possible snowball effect and the proven effect of many triggers together causing ie negative health effects together that individually may not raise any or large concern.

See links

http://secure-web.cisco.com/10RR0-gCobo6KjYy6Hcu9HVq3pEW5NJuCy3w8wWzb3goHVh7HRee2uNkNEWdT29UclWaaz54C7w-BgFAJ6mTkyNCFHLCrTDpYSQqklz5KzTcGRIUvTaUHWnR8FIQ-osT5qP8zykiEi2XZgUqHAyLqu6BVIAbfUrXZI5AjvQZ4OQ07oEbftqUqSJ1cUnw_aVNMfhVCUjpuUePrUtOjypr4lv9wUcJvJGS7mXMv12zMzAFoAhjXQQS7BtpPN0tvRpYYT1EoOmWt8h3pkVB1H5UHXPgDifSYzR67odXv-ZVSkWsof6hRaB-DI_hmgt4FVz1mlQvrlr4sg52slaSB_53Q/http%3A%2F%2Fwww.urbanchildinstitute.org%2Farticles%2Feditorials%2Fstress-has-lasting-effect-on-childs-development
http://secure-web.cisco.com/16FIVR8MtG3bUoEbKAj959vK6Fzehqv7lwBOKzfktyIAFogrUxRiFjCb6ULvO8t2ZSxF6oEIKNI2k4SJvtiYqWsfDgEjxDJDTXSRmcNBd1cXm_vsQVWuuDhmYcF-ba9tQ68L6hJSleZcKMjIwoEoBNYchnAKiW2LXF-rHPZ7Hzfv7cPiEV630Ogf1mFRu7Wr-

[JMgBnLLsqMwLL1VPnqPlyLoAltz6T7KHlpik_lyi-r1HPhJYqiaCBibtETOKXQro7OqIDC-BcO7DyWBZlhGc416j1EGsyQoQVBbRq310Ftl_LVF528U1pJH-3s4r0O/http%3A%2F%2Fpediatrics.aappublications.org%2Fcontent%2F113%2FSupplement_3%2F1037https://secure-web.cisco.com/1n5-FD0WkGRTS8LPQR7Z7kOV85-LRSF2AaM3FHk_iWOiWRo6dLG4r74CrZhesWs4QoLURt9f79VI8RylsWuRRn4q3yfsFtOT9npRuAFr1EUHSCjB29eNF6Qx0uJE11r3A2LmTIQlly-XSe6Jn1IWCSdpp6kDALY03_Z1aSb8w85LjLC_3wlnEgC8_BJML0kVIK6V4g3rsRWfptntwuXc_V0x9cxrXYH5AVzbVtDmG5li46kJqgVtiPmq2Be1VAL_usoj4AzpkDVXPvkeWMLqgYXr6s83gDNKWPD2FxNdDGA4Exd5cDsGxsC2arVDMDHD/https%3A%2F%2Fwww.ncbi.nlm.nih.gov%2Fpmc%2Farticles%2FPMC1518911%2Fhttps://secure-web.cisco.com/1fln_BEiUTKJ3j0njEGYgFK9W7hONVDvosk2uZ7ckh3ji4oh9KELaMQFIYZQEiHEdnSgtv78ykXecjzDGAcUaqe9LTjd5Jgfgd088v079Bn0wquMQCC57KEQv44GXZk6CVVic0JGy25fWaO8EmenMwTRAnDJKdw8fu498sbYc-7e_48KN5Z1McoScLMsWN5bq5BDVD1LS-hM3I1-X3K_bEaeMuW14XugMlhowWTrHVAEbyjS0kzSVrt6EzrU9dIkH5fo5uiC78Guifky03wL-WpZ7nr1MKDf7FLj910ddXWSOWjBKXq_QGaKxYFR1Kgh68EjZm1fzzVQ1sZmi04fA/https%3A%2F%2Fwww.epa.gov%2Fsites%2Fproduction%2Ffiles%2F2015-07%2Fdocuments%2Fochp_noise_fs_rev1.pdfhttp://secure-web.cisco.com/1MOBqoCYbvrr768bXif0CXcXGDxIOZJSMIbEXcDXK78gUlpR7f6M-nAVuvlnnWX_X0y95zs9nES6TA85K6CoONkDGKYBfICOnC2thJlAbJCFpw2K4hSglSoZusRJNUJPR_ii15KXTr1JBBRKLXT3ivcjsUd0HUj1CwOVptlUgN4GfvdUMxCDgzZFPi31mEX6bYY9RZZOV77g5AxpJ-JCPMiBJBER7OmrY6P86G9YAN0YFkgD8HA1ZXuUuh9x5oeravngwOPAorKZre_MqS03SR03hm8rDzOZ-mw36Y5SUuSeaRvJfFyQji4CxcI_z4SFgsWt_7YsC_y0A6DGK7sWw/http%3A%2F%2Fchchearing.org%2Fnoise%2Fchildren%2F \(mention noise effect from everyday items, the site will in its initial and final stages be a lot louder , perhaps during the project as well?\)http://secure-web.cisco.com/1vSm2G9WwK43lgoBFBh5vQlCMbyNuWsnJWlj2FENn0MOT-62fNHGoM-jxypNKzu_ALuw85Sh7b_ga5t4-D7_PjzDwHKhl0zaDFjCjONL5GJA2DUP2L0p_VGkMyK7I0XUaDypVQMG6am956UjQraYFXAtYlh6MZnKONebQYMLBFLym_iPHSp1AkyBXd1Y5A1PWO035km9tbFgy9wOAUrS2cD_Gj1-Mb508kW9wcKNckDFVjoO9U9LohXCZ-rQfCXIDOUj-hsxSo82GCHssflgB7mxg3Y1Z6lTEuQxRot5aFsxFPizGGCxYzvkgUG99/http%3A%2F%2Fhealthywa.gov.au%2Farticles%2FF_1%2FHealth-effects-of-dusthttps://secure-web.cisco.com/1SzM-2l4bNk2Cq71YZgATRsutg6LaCYUL3noWRX929zU0Sylg_afP7gAYeMvbHV2GoBk7olkGfHt1tmjLXRduCIYiG1PgVuBuRWvsof3ME7zl-0KKhDL8L4eexce8EyeBQ3xzt0rPtglDB2mWBBEXaACadSOlxqyyQYWpjOAKYvVXB1Pg2HVZsCicCESofndtZCT0lv4e_USCilcTAdhDNG5hORhYXZgwxrDr-UhyjAYV1BSfMXXt0SaVWm5ceDjyFOaupc0BoFmDvil18LrfZPqYbgYS9YI3dDt1LdqomGp24NxcHyZVtdxO9YG5M8pQ/https%3A%2F%2Fwww.inmo.ie%2Farticle%2FprintArticle%2F851https://secure-web.cisco.com/1l049XI7nz9UPK4T_G_BSETq7pLU4xKdCH_jR-UDHOb1lx293ix-aXfnWOMdPZVYDLR--G4BSiRpB01vxft1V6-QPKEqMhcVZOQHOOiNvwgYZEVrGIHjmR9K1k3NtdrPOWMBueGINyQxbQpsPk-E2bLW10EMmZyYyDVucUWzft0SAhp6sGq4nUhtsG2_o1FPFrcZke5FknQw8AFThpwx8eYZPcW6nBf5pwOlP_FweAsp00mBPZiQW1a4-362-Xbl62pwJrfqYgFQorE4UQFIVAvTgroV28n0ZBpheSMNHadVDhGek9igcs0S_H9hkX-13P16dOHTxj6KkfcV9lWhg/https%3A%2F%2Fwww.dermveda.com%2Flearn%2Fenvironment%2Fpollution%2Fhow-does-air-pollution-affect-eczemahttps://secure-web.cisco.com/1BKELNOQrnbxj6Dt_Q9cxHp7TJ6kpcwj66sF4m0IHnQ82Dz0QDQ0E3444A6V8cEwMQlgoFw04ZxLlaV2FHXTfKAeqSFRgCIHwh8aCVnKp97Hwzsc2MTvfwDd03nQblwsBzuRo7DwbFXWRwQORWie1Iya32yU_QJZJ3SNlnAPk5D9_YaKsPBP3qzndnAn8SQSMEG2jrz-kWcgZG0hb0FbGekDRG5veRtEeDjo1WoHTVLIAdY3WAARZCK1JbR7NvmiVFCsSm1Vonoy6G_Tp4MAEISBVU81zYyn8DxjMMjX2uwVEy8x-Olf2vTEvsfOG6-vcBasAlnOr2LTV2D7XgYxww/https%3A%2F%2Fwww.earscience.org.au%2Fhions-hearing%2Fsigns-of-hearing-loss%2Ftinnitus](#)

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* SAFETY

The project brings an additional safety risk to our family, due to the location of the house, where our childrens bedroom is located (parallel, closest to Darley road opposite the site). But also leaving and entering the property will have a larger risk factor, so will playing in the backyard or residing anywhere on or outside the property closest to Darley Rd. The project also increase the safety risk getting in and out of the car with small children.

* WORKING FROM HOME

One of us is working from home 8am-6pm (sometimes later). In particular the initial stage as well as final stage the noise will effect the possibility to work and speak to clients due to the noise. But also the additional truck sound may have an impact for the duration of the project. Pending on noise I may have to move office and have kids cared for for part of the project or in worse case during the duration of the project, another option is sound proof the house.

* ADDITIONAL DUST (AND POLLUTION) EFFECTS

- Washing. We hang our clothes outside to dry, this may not be possible during part of or during the whole project. This is because dust (and pollution) will get trapped in the clothes, this may mainly effecting our child with eczema but also have direct and indirect effects on our familys health as mentioned earlier (ie effects on allergies, asthma etc). On a more logistic level, to cover all bases also worth mentioning, pending on the dust intensity, the dust as well as more frequent washes may effect lifetime/ wear and tear of clothes, discolouring of fabric and so on. We will have to use dryer more and or have to only dry clothes inside, resulting in a big problem for us.

- To be picky..., as we can not see any promises how much additional pollution and we dont know the impact the dust will have on us and our property and surrounds we have to mention the following as well just in case. All our property and interiors, including our car, garden, house, interiors, the furniture inside may get more dusty which will decrease the lifespan. We have light coloured bedding, white couch and white rug to mention a few. We also have new carpet in bedrooms. Trapping dust is not ideal for any family in particular ours due to the health conditions mentioned above. It will also effect their life span. Professional cleaning may be required and or some things may also need replacing. Also a possibility, is that the paint internally and externally may need to be repainted due to additional dust and pollution, again pending on level of dust and pollution. I can continue...

* EMOTIONAL AND DEVELOPMENT EFFECTS

Our children are small and a safe consistent everyday life routine is crucial to set a good start in life. They will be 2 and 4 when the project commence, and 6 and 8 when it is proposed to finish. Sleep, consistency, health, play, learning, school/ daycare or social events is some things that is very important. Emotional development is different in each child and it is therefore hard to pinpoint exact effects however this is the time in their life which is most important as this is when the foundation is set to which they will base their whole life on. To feel safe and be safe is therefor even more crucial for them. This includes living in a consistent home (minimal moving us around!), maintain in the same daycare/school, have a clean, safe and good environment around our home (including ie backyard, leaving and entering the property or car or walking to the park or around the area). Noise, dust and pollution will have indirect effects ie sleep deprivations, health issues etc on their development and emotions etc. See above links to

support this.

* STORM WATER & ENVIRONMENT ISSUES

There is a three way storm water junction close to our property. It is also a low point causing surage and storm water issues. There is a current problem and the project may add to this, this will have to be addressed appropriately prior commencement, but may also need to be attended to during the project (may even be urgently (within less than 24 hours)) based on previous incidents. Please collaborate with Sydney Water Investigation . Please also see environmental effects outside the personal effects on our family/property.

PROBLEM SOLVING

Some safety, noise, dust and pollution problems may be solved and some may be eased. This is a list of action to be fully covered by WEST CONNEX:

- REASURANCE - that the project pose no danger or negative effect on our familys health or excisting helath problems, safety, property or everyday life ie including but not limited to entering/ exiting the property or car, walking around in the area, vacating in our garden or inside the property or car.
- SOUND PROOFING - is needed to deal with the additional noise. Ie double glassed windows, and other sound proofing like the fence, roof, walls, floor and or doors. Should be assessed by a professional. May also require sound barrier on Darley Rd. This will also help to continue working from home.
- RELOCATION due to the noise is required during the initial and final stages of the project. Soundproofing, will be helpful with the noise during the most part of the project but will defiantly not be sufficient during the initial and last stage of the project when noise will be at its peak. Its important that this is to a suitable location that is accommodating for our familys needs, ie being a young family with above mentioned health problems. Relocation needs to be to a location that is similar standard to our house and as local as possible to try to maintain a as much normal life as possible to minimise the negative effects. This needs to be organised before commencement of project. Pending on noise level or other effects of the project, during the other phases of the project, this may be required as well ie to prevent sleep deprivation or health issues or in case excising health issues are effected by the project (direct or indirect). Also working form home need to be considered in regards to relocation and to maintain the same daycare/ schools for the children etc. Please note that a hotel room is not a suitable option as this is not suitable for a family, this may be sufficient for a couple but not a family with young children.
- VENTILATION we will need to install a new suitable ventilation system to prevent dust and pollution to enter the property.
- PARKING. We will need a designated parking space within a few meters of our property or adjoining to our property due to the safety of our small children. It would also be great if parking on Hubert St, Darley Rd, James St, Fancis st, Charles St, William St (and preferably anywhere close to the site) to be resident parking only including a strict towing zoning between working hours, to decrease the additional traffic in the area that the project will bring. (Please note that the project will bring more cars to the area even though other arrangements are maid ie communal commute etc. Hence the request).
- ROAD BARRIERS - This to improve safety, to prevent ie a runaway truck that lost its breaks (air breaks?) to damage our property or family. Ie guard rail suitable to protect our property and family from possible damage, This will have to be installed and approved before commencement of the project.
- WASHING - We can see 2 options, we either will need to improve current laundry set up with drying cabinet, better ventilation and larger dryer to mention a few. Or alternatively, get a suitable pick up washing service during part of the project or during the duration of the project pending on dust and pollution impact. Also professional cleaning or replacement of ie furniture may be required pending on dust impact. There may be other additional costs associated with this pending on project impact.
- RENTAL LOSS OR SALES LOSS GUARANTEE - In case we have to, for any reason, sell the house or lease it out, we like to have a guarantee that the project cover any decrease in rent or sales associated with the WEST CONNEX site. I want to high light that this is not something we want to do, however, we want to be reassured that the project covers that a potential loss.
- FILTERS ARE REQUIRED on everything possible associated with the project/ site to minimise dust and

pollution effects.

- NO TRUCKS ON DARLEY RD could be another improvement see common points of important below.
- SOUND PROOFED AND SEALED TENT OVER THE SITE and other adjustments to minimise the noise dust and pollution effect on the environment and people in the area.
- COVER AND WET ALL TRUCK LOADS BEFORE EXITING THE SITE and other adjustments to minimise the noise dust and pollution effect on the environment and people in the area.
- NO WORK AFTER WORKING HOURS OR ON WEEKENDS, INCLUDING NO NIGHT WORKS
- PLEASE SPEAK TO SYDNEY WATER RE STORM WATER SOLUTION - contact Sydney water for more information

COMMON POINTS OF IMPORTANTS/ SOLUTIONS

ACCESS POINTS, TRAFFIC, ROAD ANGLES AND NEW RAMP

Why not resolve a few issues in one, and work together with the council? This may even create better press and save some costs for both council and the West Connex project. There are a few issues currently with traffic on to city west link on Darley Rd. This could be helped. Also the angle getting on there will not ideal suitable for trucks as even cars struggle today. How? See brief explanation below.

Please see attachment showing

1. Modified Access
2. New Ramp. New access
3. Blocked Road

1. Close the section of on Darley Rd along the current Dan Murphy site (close to after Charles st up towards the current City west Link access) during and after the project. This could then become a parking and extra room for service cars (ie electricians etc) or storage during the project or similar, this would not be for trucks or zone for idling! And after the project is completed it could serve as a part of proposed park land and area closest to city rail could become parking etc to people wanting to take public transport. It would also create a better on and off angle to the city west link if joined up with other part of James St, as it would be more or less straight. This would be exclusive to the project during its duration, creating a better express entry as well and after the project can ease the traffic in the area. This option will effect a few houses and parking and or parking access will have to be discussed and arranged with those individual houses and access and road removal may have to start after rare lane access road parallel to Charles St. Francis and Hubert St will become no through roads.
2. New Ramp on to city west link from Charles St, this would be able to be used for both trucks and cars. It also have a better angle than the entry from Darley Rd and the excising round about will be helpful with guiding the traffic.

Submission: Online Submission from William Hynard (object)

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Submission for Job: #7485 WestConnex M4-M5 Link

https://secure-web.cisco.com/1Q18dyVJIE5iVB1trEqjm5mMMjUUHNKtwQjWal4GfUzHMFQkSpD9zGmgOUhblJU4z6sW0G9WjaDdaCAyy16gKQ-EvXAT3-hvSsca6DNIETA3oLmtLmhvWqM74xhJI4_Au3e-8v2whh-tHJbJr2era-

6GhPltTnCZn7i_f8JQNtoKgr-lZrLrSMWHOq5ySCZxw9pTHvYLd3Om9rV-BAfQ2tAc0H_TwIYp2wbRqV840RLIIU1JzHY54ih_Bs3G7cUwmrkzpnhHfjMEaneyDmySjcDhqC5XL5TbD7vesU-42j0FK0rVnpSMdoquywYTBKL3XKTx92kg9iKk99rhzcDf-XQ/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview_job%26id%3D7485

Site: #3247 M4-M5 Link

https://secure-web.cisco.com/1L924uPpy2OCXkIF2E3-PWM0XLGGmyQFBECeBuGqR9tJluyhiRmQANReVoEoBpsw8J3R91FCg12RArk5q2c1K5rH-lo8SggAUSg5CbM5TUPQEApwwLb9KI6MdXY_WtTWellOJFhHkwKke_60JAcY57fhs8JHlokQypz5ph30pGJSCC7IKDF-0n0c92HWtoKpggjuhQMVZCsUScTwU78XQPb1veqtBvkJFriEbyuIXFCWvHfKQ5CPpttflTWlnrwl9ofXlytJliQxIYTB-FaLS5rW4Vp5z1s0mq7TI9TBXsEHW-0GU8E-z3ZeElqwDGqBDqXbnGG0ylj7324ymy62WRA/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview_site%26id%3D3247



Search Google Maps



Box, Lilyfield

Legs On The Wall

Billy Kids

2. NEW RAMP
NEW ACCESS

Leichhardt North

1. MODIFIED
ACCESS

3. BLOCKED ROAD

Darley Rd

Amato's Liquor Mart

Castelmola Pizzeria

Satellite

Google

Map data ©2017 Google

Australia

Terms

Send feedback

50 m

From: [REDACTED]
Sent: Sun, 15 Oct 2017 06:09:54 +0000
To: [REDACTED]
Subject: FW: [SUSPICIOUS MESSAGE] Submission Details for Santi Nilsson Olofsson (object)
Attachments: 227644_ATTACHEMNT 1_2017Oct15_1615.pdf

From: system@accelo.com On Behalf Of Santi Nilsson Olofsson
Sent: Sunday, 15 October 2017 4:16:13 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: [SUSPICIOUS MESSAGE] Submission Details for Santi Nilsson Olofsson (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Santi Nilsson Olofsson

[REDACTED]

[REDACTED]

Leichhardt, NSW
2040

Content:

Firstly we like to say, we are not trying to stop the project, we understand that the project has to go forward. We do question the site location, as there are clearly better alternatives. However, if the Darley Rd site is going to go ahead, we need your full assurance that you will take our safety and health seriously.

We are one of the worse 3 effected houses in the red marked zone (just opposite the site, parallel to Darley Rd). We finally finished renovating our family home. We have put our soles into this house and planned it to the millimetre to suit our family. It has been designed with asthma and children in mind and also to suit working from home through open plan living. All our finishes have been selected with our family in mind and we truly love our house. We are very concerned about the West Connex impact and potential effects it may have directly and indirectly on our family.

We are not only worried about the noise, dust and pollution but also about the safety of our children. It is commonly known that the effect on children are more severe than on adults and we are worried the project may have both short and long term effects on our family. In addition to this we are also concerned that already excising health problems may get worse or flare up. We need a reassurance that the project proposes no danger or risk to our family and our general everyday life, living so close to the site. We also need special consideration in form of some improvements and adjustments, to create a safer environment and to try to aid with some of the problems due to noise, dust and pollution that the project will bring.

YOUR ASSURANCE AND PROOF

1. Please provide your written assurance and proof of that the project will have no negative effect nor propose any danger or risk to our family or to our property. This including (but not limited to):
 - Not effecting our current or future health during or after the project is completed (due to additional

ground movement, pollution, dust and noise or any other possible effect). ie everything from minor effects like more frequent common colds or eczema/allergy flare ups (even as an indirect effect) or more serious illnesses like cancer or worse.

- That it does not have any direct or indirect impact/ effect/ risk on our existing health issues ie asthma, sensitive skin conditions including eczema, tinnitus, allergies, migraine, night terrors etc (please see more info below)

- That it has no negative effect on our night or day sleep or add any additional stress (which indirect causes existing health issues to flare up or occur more frequent as well as may cause new problems).

- That it proposes no negative effect/ risk/ danger (indirect or direct or future) on our growing children both when it comes to their health but also development and mental health.

- That it proposes no danger or risk to our property or us residing in the back yard or inside the house, entering/ exiting the property or car and walking around in the area.

- That the trucks proposes no danger/ risk to our family (or visitors), our house (including all content) or other property ie our car and garden etc.

2. Please provide your written assurance, that in case the project propose any danger, increased risk or is believed, or is causing to have a negative effect on our safety or health, indirect or directly during the project or in the future, that the project will fully compensate and make correct, acceptable to us, improvements/ changes and address the problems within a timely manner.

3. Please provide written assurance that the project will make appropriate arrangement to deal with the safety issues, health concerns we have and may have, and possible problems the noise, dust and pollution will bring. And that these are carried out before the project commence for any existing concerns or known issues/problems.

4. Please provide written assurance that the project will take special consideration to our family as we are one of the most effected houses in the red area. And that the project will take our health and safety very seriously and make appropriate arrangements as mentioned in PROBLEM SOLVING.

WHY OUR FAMILY NEEDS SPECIAL CONSIDERATION

As mentioned above, we finally finished renovating our family home. We have put our soles in to this house and planned it to the millimetre to suit our family. It has been designed with asthma and children in mind and also to suit working from home through open plan living.

CHILDREN

- We have 2 kids, they will be 2 and 4 at proposed commencement of the project, and 6 and 8 years old at proposed finish of the project. These are very important years in their development. We also feel that the project proposes a safety concern to small children and families. We are concerned about the stress it may add and also the health problems it may cause direct and indirect due to relocation, noise, dust and pollution.

Please see links:

http://secure-web.cisco.com/1bKz6c_BkAUy8pCWN3X93N_T-J34pqnaTUJG_-tD8FWjePKZRSxJLvnm0-9EGj1sJ4txMJd_7nBXxPjxAm7qKh2L2tKeWf8c-gC9nj26yKJI9EUB_eAtInq0DHKw4qAZtHaCkAnOLZfkhnDd9ZbnB-ntzfa8M_uwINNeA2BdfBrqyUTYh9mr9taRJDzcM-x2JUtb5kdA_DoLs5KxBiY4IbDY-F8dDd7yh4cHoZl8XS9CGA6EVMmraEUH0OWrULybs49mx-0jQQiTtVqIAOq9faKcWFJt0C3nIUrZ5WwoPd48YP6g7HIYK4KjAVA0UNyTzXxqjaypP0GiYS3sTDuDrA/http%3A%2F%2Fwww.urbanchildinstitute.org%2Farticles%2Feditorials%2Fstress-has-lasting-effect-on-childs-development
http://secure-web.cisco.com/1SWR_OHCHeN0mOhNy6nn806NhFvtH_QdyWAjRstUZJhIdpA2clyzC4GvCTMFwbF4nx4vyvIS_SQJgSkZup0RQdmHQMdcNUYpOeHihcxUXD4O1vcRVh8Q0iUwaqm6K_mp3J_oLys3wd6mzJdsmNJKJ2vth0r6LqYrAg102j9hDZ8DoL8pKIFPJxYgGfXUEZaaU5qRJ6CqVxKWxsRtTE1_qE9ndVDJ4kPZSvXNdxP_nTAjhHPcTR7T7ANfp1oreCXDXu7SVfsNBnKi4kqPPfcvKBDbs4vpUqxT5e2di2ob-7n0hSYgz3ZtyHRTlgw9i7n/http%3A%2F%2Fpediatrics.aappublications.org%2Fcontent%2F113%2FSupplement_3%2F1037
<https://secure-web.cisco.com/18iS1dSOQUpmDYYIrSUAMds38Pqj7HpFORRjbD6z9Z->

[FQ1GHn64Rnmhuap12h75MP6AJzSNDlkmNMuR5kPmVoEvYWnq2tHJzG7jS3VMg7WZwNsNUGtB9bLNDM6V071r4xjuvt-u6LqdhCrWYqQ4w1nKQzrU2rPhk4O0W7ubpOhV08m_bBh-4QPClkjzb4vBqzZ81sxc1qUAE0ZrdZStLgaqi7Z-p8qeEDEXxr64VAZY9sCI51caK2XTsK07t5WnqF6uZEVG49La5yicsewDzn7NdJwesl5QfpLy2Z05XEkRiscuXI8OV5YmUhpU03vmL/https%3A%2F%2Fwww.ncbi.nlm.nih.gov%2Fpmc%2Farticles%2FPMC1518911%2F](https://secure-web.cisco.com/10H96TwehH97-3x9s9J6QxLVhZ-4BQ0Mn0hFWsYqluotOIDV_vssLRXpnT4Dwrl-oZT9KEjwQsWxk6-UtdUlx45ktuOrUlks93eMs6zrl7qwW4X9TJXEjsg4AfflA1nQCLkin3zejQacJp_paAGh2H70FPqaatY4lQwp94Mp4lqEJdmL3cARoHvsN2lSkS_KYlhssJuSXsuVah3iqBwEi_E2yoNExwC_Lab5mehNUJy0vXl0GLVufIPDV1avg4rBEksr1_2ibICNR4sa07fvy33PJ0MfntA8Bd7oEO1zoE0P_y_YRT2fzct4kYMsnsZAJSek7FIO7veVHHgLI_s_CQ/https%3A%2F%2Fwww.epa.gov%2Fsites%2Fproduction%2Ffiles%2F2015-07%2Fdocuments%2Fochp_noise_fs_rev1.pdf)
https://secure-web.cisco.com/1Dg1qJJHcEVhqOB2fkRtnCuSVgmZSyQ10KGjGlfJxddf9yz6523w7AMOWiM_WFJDOWdlvwHrcV-zw7PhZQ-Q8yNZ_HcZT6qsXn-ZQAI81dYc_Eoqi1k7WHM_V4wLjUMw2DHPFSru7mwyUVBTG9uEv2REJzZmXWRXGsc_zT8jQl0Z1oOt h2-LISO0P3qCyjxOz_92CliFhrhcOXRX-uWf9rA4lwlZgvLB9c3QHiknQF670r1JK7ekFu_ADzU6W7ZXv9X6-tR2RAWSRlfnYzVSPt7VNstJ5EFcZeloNpDnJBncKLgX8ElqmRb9syeilHK3mGDxTuvXWWtjmCKY7k4Ow/http%3A%2F%2Fchchearing.org%2Fnoise%2Fchildren%2F (mention noise effect from everyday items, the site will in its initial and final stages be a lot louder , perhaps during the project as well?)
http://secure-web.cisco.com/1IGRokEXT91f1vkfEiGFlecA4DFBCFSTqGfQXXP7su6o9j9aq8FbRkmiqeBjIWtFMaL1t8U5uclTvRIBRkOfqPT6qkr_MY4NCW3lxYrp1tq6YXWnPmzS_MNzXwX6DCrkPwLxx7e87PduXyrcn3nYb4EIYjpk3xYOKP2IHby52zLoq8qku45nq9p_zsv-GTOR6kPa-X5Os5fov-OXRJj0RVCroD64_XePOyY4QXRqSYJs6cUQ6eynIOssT-61kyfhr-RWUiV3u7QbUJnge5qHcoZyw_ht5m0NSMEuiQJvoy5BVCUriK5NT-evFSghRne/http%3A%2F%2Fhealthywa.wa.gov.au%2FArticles%2FF_I%2FHealth-effects-of-dust

- EZCEMA AND SENSITIVE SKIN

One of our children have eczema, the rest of the family have very sensitive skin. The condition is due to that the skin is yet not developed sufficiently. Being one of the largest organs of the body it is very important to our immune system as well. It is proven that the environment effects skin conditions such as dust and pollution, hence the concern. Also sleep deprivation as an indirect effect due to noise as well as stress elevates the symptoms.

See links

https://secure-web.cisco.com/1qLgff0qFF24G0yXHBaLi_ZGa23lJBQnXnZXuNcMbYZeuhvVnyQ3QlSySFHSmtlZzJbqNyFKoVnuZ3a6uzCWNsWXfzy8MiKQO5UAS9RQAZPLGhUgQTYGSSWrQPqZRpgJ8U6mSbzfFIMP2Cf5Mn7wTDsD12PTn04ZDGI1Skee-t7apucOOMxvqQC1_NRagfUNUSbZ-xXjDild7h_SnOAjaLAV_aA0_5DiwwWQ2_iyiJBsAyxQZGGCSde0ga2dSyLZVtrCVQfLG5VnuWuyvkiLuVXIxukaWbTtVlBtaSHFyJ4Gldj_VkYPz0KK1c04Vmmii/https%3A%2F%2Fwww.inmo.ie%2FArticle%2FPrintArticle%2F851
https://secure-web.cisco.com/1HLtChbm4JlZPUdyTK47ekkHNqIm6yrnB5BvBZH8nW0168lufF0-pWdrY66rhviHHPS_8Pk08Ww0vkC1_Ovblcf8z1HJrYXknokkZ18P05F5CLVe8fMslF4_XAjNsfhkqTuQxxDxb5dVvyjYUGjlexlH6Z_p2KFIZHFNZlBGBPzQ1R7toUHHL8EQePWG7bdHdKWOK0M4hq7eb9V4mn90XZhdZZ4Rf3llxShi1P5ed9vfl3NvUIYEAUMuU9rfeDgUBOGV35zm9KahbPTJSXPT0Pg0ji665G4ZmJUoF2OhdiadRVXSQYZbEH0AvxoO82Ot7vEvJTrNbMW3krMq9XGi7goA/https%3A%2F%2Fwww.dermveda.com%2Flearn%2Fenvironment%2Fpollution%2Fhow-does-air-pollution-affect-eczema

- SENSITIVITY TO CHANGES

One of our children are very sensitive to changes. Night works, moving, noise and other changes in her everyday life routine will have a large impact on her.

- TINNITUS

One of us has tinnitus, noise may increase the negative effects on the condition (temporarily or permanently) please see link for more info:

https://secure-web.cisco.com/17N0wqN8jj73r1D4bX4B2UX9w18oZYbX6thmOrCnM3NyN4cD1K69M4q9HjhTkBasaZWYcwwZSbbKgErHLArouu7ch4RiCPLvxVVwuVtQXPI5CDdROSftEQ7EeJ6LYwnqz51TnfCKWlyXPY_HKI_Eo4dVRQm7wd_kmke6Hy3nOZFCzOZzLIOak-CZNenxYNgu5WRDOldOdjmh8G_ZSRn8JUvLy1MpG7j1c9AwfOWi_dSLNZqiKdnv9ZzMPTeQiBNrjGmP5es06Bjcow69bfeZg5_nFgkQRldGnVCymjVKTvH8jTrXAx8BVaRfvmSC3Bb_M90BL3hkTOd1Jf-LlcNxU_Og/https%3A%2F%2Fwww.earscience.org.au%2Fhions-hearing%2Fsigns-of-hearing-loss%2Ftinnitus

AUTO IMMUNE DISEASE, ASTHMA AND ALLERGIES

- We have auto an immune disease in the family as well as asthma and a lot of allergies. It is commonly known that dust and Pollution causes negative effects on people with asthma and allergies. Also noise is an indirect problem as it triggers a stress response and can cause sleep deprivation which causes further problems. Pollution also may cause negative effects on the gut microbiota. There is epidemic data to show that air pollution has important health effects on the gastrointestinal tract. Please read report below stating "particulate matter could trigger and accelerate the development of gastrointestinal inflammatory diseases, particularly in genetically susceptible individuals. This can occur through a combination of factors, including increased gut permeability, decreased colonic motility and clearance, and altered gut microbial composition and metabolic function"

Please see related links:

https://secure-web.cisco.com/1c-wKbJI6GTV12aAi4MSMLTxvEREp2OVjz_GZfBjbWuV1oRMnTUal02w0wt4iwzfiGEzy09tDcTmlBwMNFJhOhulo9zMG1F8oLvlc2vr85OSLzXg64LOsLcF9HAQjqcncr_DFF8O1RYxELyVVP1sSjkLm-cmF5bLvSRuqRh2AXbpNRG9WYVsSzh14TNULIIPX5bvKReb9nC3to-K7x2P-4d4BxmMKJXIWrhpzIOLcu2g19aVmxZW2DVqkK9vB97jSY4zp1jawfO4KoRJRHSFRMIJbLZuKoptfHNVtvQ5BsJp5_jDITgR0wJbHn1nCebV2/https%3A%2F%2Fwww.ncbi.nlm.nih.gov%2Fpmc%2Farticles%2FPMC4063847%2F
https://secure-web.cisco.com/1S8km4WHCiBQrMcndw5zfjlveYMdycUmk-QTVty013eOfa98HYD9cQsCBzBLrG00gtDqENS-gz8KQt17bdHhqDiLUSAj01qD-YZglujcsmSHbww3sMpK0795l7jEJmWQrVvPPKxuyqIYS-RwY4vMB61WEnDI3efDJit0hlcR5DzkhcjbXrNZGvsgkxz75ys4WCNJ06hjjQzyqoDLmQIMF1LInOXq8TP_VLVa1ODH29pclMnxes_zJ-j2Xo-Elgb1hy6VyKFrOj3hOWENjpvG9zQuXi86ioXuZ3PslyMI3AK5oNcNE_rR7cXxR3C8zX3rgwCdM_ZHC_xWsqkfC5MGg/https%3A%2F%2Fwww.asthmaaustralia.org.au%2Fnational%2Fabout-asthma%2Fmanage-your-asthma%2Ftriggers
https://secure-web.cisco.com/1BZsDiUeoEyQuPwas2caaVTCQFfthSIXa_6bLQD3yV-OC4jH0rZlqkAw0fOSCCE1beO_41dHh_zWuTDHXL-6kmB0UfyJRz_IRjwhku17mV0cOI2dZ75ZAZ4FglAROOlz5fyLpYLuvipRRVDNLr-Nd8jnBe9xf8T4Mexmlw_ycC2Jf4KQ4h06681PgaCRYOUq70ya6hNyqXfRi1hl3uhcyV1Z6EKctw8ngkS0sfAxbi2xZc6OVuxh39NiFH13qjToiwEG0zehX4f7jndm7VIVLuW1CqNOob8PI6_8HUz4orgJ7XK0A93hULS54pBbQdyTasZD2k0_Vjn7mgQoRE6zw/https%3A%2F%2Fwww.webmd.com%2Fallergies%2Ffeatures%2Fallergies-at-night#1

- MIGRAINE

We have migraine in the family, noise is a proven trigger to migraine. Indirect dust and pollution also causes negative effects as it is an allergy trigger which is a proven trigger for migraine. Also lack of sleep trigger migraines which is an indirect effect of noise. See links:

https://secure-web.cisco.com/1VbkUJ0e5La9FUFENQ5NHfO8p-vYaAhYevwIMY6Vfi9KdnwzqQKplqKaVEAG-EDN9-AWypZXnyKuynFPBf5jh0aJ9mmVj6NHvWBZOO1_W-vOhf0BuKapyFMUoliYLBX7WZ5svnzDOscxNZvu12AI98SIPEreDErtE6AXIWIJEJns5LzoKLryzJ3AuHJDvqc0GNP7t88iR-

[58YbuRXufucb0Uq9TAaLXFC571xPt8WrENAFyBXl9TlptYHtBdPNBXzHx9NUAAildw7bWEgMiXi0VnF3EQCIWtMw2rqUrUsvqyUl8WwRjMFLuepyLUz9tSbG_pn03cBIDzUiUxjG9g/https%3A%2F%2Fwww.verywell.com%2Fhow-loud-noises-may-trigger-headaches-1719645](https://www.verywell.com/2Fhow-loud-noises-may-trigger-headaches-1719645)
https://secure-web.cisco.com/1PjCJwfkU4f8y4yWzulhZHzFkaO0ZOcWSHNTFK7IO2yyWUhdP1PEHzQwufA86tMbVdYqIDRmVT5oxleuwJ4TwNa2QuTjD87oICUtEiM1G3Yxkru41gat-wWNKbAbjQBI0ealbNzaemHauPqjHSxraqCB_yQ8OFkVj2smm3N-EhUoUmeLMnZ-fDW6QOZSiyZMoXpA7LrxAPZETCpgKtKEf-mnb2Hif6yDGX-bJXQzCYBczJyd2ohNaAUNtDNW2mKZ528gle5NI053szMhS2PB51NbAw6NHi3LAKo1tx0nRvjhkkgj7BmyELrV1xkt_yDeh4i6qD5qnURYnJLRGrXmHyg/https%3A%2F%2Fwww.everydayhealth.com%2Fheadache-migraine%2Fmigraines-from-allergies.aspx
https://secure-web.cisco.com/1v0BG17ml3ZpWmZOT1sltnC5g4G4CDcrZ6E-9TPkQixGx8V47czfoELt7yzCQa2PuSCp0OK9YS4HT_w1_k7jivdoWQGENwWAa-DkDNCXUnCg1y9ND_NUF-Du2f9O19Z6yMvRldz0VagL_AGq7SDo5rHs_vpn7laXDKtm9Ggg-TgeXAK1d9AUqzxDVpPPvxeZSEmpxjkMGmTu7LrOPmgcwEKI4KXpjF8ufwVrhg0j7nUeylV5hz1UU8inYMpgKD1kQO2XOm92D26nID4xAtjHZ0IKXbX7-ZFcv2KhMeLEprUEaL9UGBRtnjcnjL_rnwpSAzK52wmUAn2jEGoE5hxX7g/https%3A%2F%2Fwww.webmd.com%2Fsleep-disorders%2Fnews%2F20100624%2Flack-of-sleep-triggers-migraine-proteins#1

- NIGHT TERRORS

Both children have night terrors (different from night mares). Night terrors are associated with cause or factors of age, environment and triggers. Lack of sleep and noise is some triggers. Another is being unwell, which may be indirect effects from noise, dust and pollution due to its effects on health, development, stress levels and existing health problems.

See links:

http://secure-web.cisco.com/12mwr2ZBFgg7EqNu0uv5W8jRqSjtwyewkRtHYKAgSHt1s6CuajUTNIFN9ke66EMKMChEqBdVivhJI9i8wBM-nnl7BbM4DNRT6nhGjFA1OebKFcDF5QUcYLBmG-e5-eBDv9JgOQxD_ja4eFtRx_aKwUZxzOPCsaDoxgkQ2NEn2sM3jUqh0iSZcFyu_T9LK_PfYXACwV2kuL3QG5r5ocQrLpoDnXZHvuAsinB2HM-JGZULnregNYNanKBHOD64vuAoy4UA4DUwOTWodHDW0IN_yZRbSQDZq43p1ei6dkQWbdKCp5wKdmPcXgHrz6vO3LVERvTn_9rrhilbdTrr02Xg/http%3A%2F%2Fwww.mayoclinic.org%2Fdiseases-conditions%2Fsleep-terrors%2Fsymbols-causes%2Fdx-20341115
http://secure-web.cisco.com/1Kn8eDIZ-9MBYmfdqy-PDMPsqdr7ZADBAo6feXyAQVslKjKcGugs5Hyd_B-0--mHq5wwnDFkEfrOtHZ-LzylDfgA8EFXjMev832OPUEXUV-au37Xeg4eXDFYm-uyUFLD1HFZXpg19y5VXbWpSalfRKR7bwnTQsVqishTGgXgow5khTd5qbiYNIKGDSsIB3_Cls1eRlwYi71XDTDtGH_odU3HIEXGSe_dyUFbjjQYy98wH8v_wenqiyEWBnUCfYINTFighoBhD93_A4ulEwGIgn_6cRUIaiCL6LImO5RhtEH4V0vwi2v63Rsd-8H2Cfc543dYMDStaXg6fBZvQmc6yQ/http%3A%2F%2Fraisingchildren.net.au%2Farticles%2Fnight_terrors.html
https://secure-web.cisco.com/1XZwBn_eCLMyNndseOI5r3VlwaT3NBksUuk_WhZW7UawenaTq7HfkTXFILdLjVPQq3Y9LJ60h1OrGKNWS8FADHvakuN8r-gTK-Re4XMfzaqsLTv3Y5rnqHdlUnD8EsAXhk5Swg0AYeTw0AxiDScg-ORgO_yaTmvsn8-sM-RXtRpY6l9vMVHWnzUCdTJ2cuX82fBJ-aC-AZTbqeqnl1pPbKv4J9GLL7SoX72bhk8mJM4KMyR48NGRnHaCeKpWOvceiGiuOPc32MagOk2bpBDjNn0aFFcUwoLPWgDjEsQPf5Yyq5QAzzONGTfsKI4PlwO/https%3A%2F%2Fio9.gizmodo.com%2Fnight-terrors-the-real-reasons-why-you-wake-up-scream-1536052042%3FIR%3DT

PROJECT CONCERNS AND PROBLEMS

HEALTH

- Health effects due to DUST.

We have asthma and eczema in the family which the additional dust will have a direct and indirect

negative effect on. It is commonly known that dust has a negative effect on everyone health but especially on growing children. It also causes indirect negative effects. We are also concerned about the indirect problems

- Health effects due to POLLUTION.

Again, we have asthma and eczema in the family which the additional pollution will have a negative effect on. Pollution is not good for anyone in particular growing children. As mentioned above a new Ventilation System will ease the effects inside our house but not outside which needs to be addressed by the project as per mentioned above as well as plan which lets out least amount of pollution in regards to account for letting out the least possible pollution in idling vs cold starts and plan for this and contain and filter the most pollution possible.

- Health effects due to NOISE.

SLEEP DEPRIVATION. Noise is commonly known to cause sleep deprivation which can cause long term and short term negative effects on health and mental health. Including high blood pressure, heart complications and psychological consequences. Our children sleep during the day which will be effected for the duration of the project but have even more so in the initial and final stages. The whole family will also be effected of this in case of night works. It is commonly known that sleep deprivation is bad for everyone especially growing children, it also causes stress in the body, making people more prone to illnesses, migraines, eczema flareups, asthma problems among other problems. It also effects learning abilities, mental health, the list can go on and on. Noise will also effect the one of us with tinnitus in a negative way. We therefore need a suitable and acceptable (to us) plan for how to resolve this problem.

See link https://secure-web.cisco.com/1vV4KGxjA8ZWA0bWt08_d0x_3nfoHm2QxdXqY02iO_Uof7ANx3p_oSlqHtGXczC3ylUpPDFFi7jJwXGa02bTbCYz3vVWV54r3R6kYPCh44os6N_qJPzEnlkzmh295DCHHYP6h09-wybpYAjLxpdymmMQITtFn1C8pHI4z_TFqLM5PeSV7VeK4RqRrlaESlIVqqTyqp2n17yXXapFfKp_43uwvUFZxJ8A3H2sVL0iKLOOowL4efm86DHCnqZKuonGJg38SIVwdNVIHb2aVJlnzF2EN0ZmJg0wGA8hghTT5ZSCvw4d42tXfzSUOyzPLmQkuN--owzTG_pj1WL5UALh2aw/https%3A%2F%2Fwww.webmd.com%2Fsleep-disorders%2Fss%2Fslideshow-sleep-deprivation

TRIGGERS AND OR ELEVATES MIGRAINES, ASTHMA AND ALLERGIES, TINNITUS, ECZEMA AND SENSITIVE SKIN. Noise has an indirect effect on all these conditions.

We were severely effected by the noise due to the Dan Murphy build, especially the road works, which will be more severe with the WestConnex works. Not only the noise but also the sleep deprivation that came with it effected us more than an average family due to health reasons etc mentioned above. Adding this to already being sleep deprived due to sleep patterns of our children and health. Sleep deprivation is commonly know to cause problems in adults but is worse for children. There were many sleepless nights and it was extremely noisy, we can not image how bad it will be if the site gets approved.

For more information on indirect and direct effects on health and conditions in the family due to pollution, dust and noise. It all has to be taken in to consideration applying a possible snowball effect and the proven effect of many triggers together causing ie negative health effects together that individually may not raise any or large concern.

See links

http://secure-web.cisco.com/1dI9LGTehgiKFeBuQ7jBQDveg10D-fW_9Cs4-aFE_QFkZX3lXqEYR4CrjXIWVihgRbd7o4Rlph7ATnLeeM29muBmOQB9gQac1OI3sepYz1uUWMqUtxkIMrL82iqOqUzo39MEjyst6R9Q5H0u971Jq37nK18Aas-ygoPasunPU5sUf0A2nDMMYVO60tFvnMSBr90Qe7DJmn1UH_ie6oybklg_K71XPArbrXBhiQ7j8iTCUWAbtSkVlaDxrFHjC8ggyQ0vxWZnd39DwK-gSLXcd7qpuz7ODxr5kS_V-4qRu5wpv0Dpe0-KVux5ylCR0jgdsZ3iZkCbTLPyZCYoQUm0YA/http%3A%2F%2Fwww.urbanchildinstitute.org%2Farticles%2Feditorials%2Fstress-has-lasting-effect-on-childs-development
http://secure-web.cisco.com/1zXs3xEuDzR1Cpsglk8OWEDneawxYdH2bvV3w8Gn2tnXhDToOb_Gyp0Lx0apakTthpclwDxAqbZhUqMaKE8vhPHmPBzJR70letAiTNy5HCV_fKsrL_4LUKzf2K7J4MffqwsoTGG4H2-

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* SAFETY

The project brings an additional safety risk to our family, due to the location of the house, where our childrens bedroom is located (parallel, closest to Darley road opposite the site). But also leaving and entering the property will have a larger risk factor, so will playing in the backyard or residing anywhere on or outside the property closest to Darley Rd. The project also increase the safety risk getting in and out of the car with small children.

* WORKING FROM HOME

One of us is working from home 8am-6pm (sometimes later). In particular the initial stage as well as final stage the noise will effect the possibility to work and speak to clients due to the noise. But also the additional truck sound may have an impact for the duration of the project. Pending on noise I may have to move office and have kids cared for for part of the project or in worse case during the duration of the project, another option is sound proof the house.

* ADDITIONAL DUST (AND POLLUTION) EFFECTS

- Washing. We hang our clothes outside to dry, this may not be possible during part of or during the whole project. This is because dust (and pollution) will get trapped in the clothes, this may mainly effecting our child with ezcema but also have direct and indirect effects on our familys health as mentioned earlier (ie effects on allergies, asthma etc). On a more logistic level, to cover all bases also worth mentioning, pending on the dust intensity, the dust as well as more frequent washes may effect lifetime/ wear and tear of clothes, discolouring of fabric and so on. We will have to use dryer more and or have to only dry clothes inside, resulting in a big problem for us.

- To be picky..., as we can not see any promises how much additional pollution and we dont know the impact the dust will have on us and our property and surrounds we have to mention the following as well just in case. All our property and interiors, including our car, garden, house, interiors, the furniture inside may get more dusty which will decrease the lifespan. We have light coloured bedding, white couch and white rug to mention a few. We also have new carpet in bedrooms. Trapping dust is not ideal for any family in particular ours due to the health conditions mentioned above. It will also effect their life span. Professional cleaning may be required and or some things may also need replacing. Also a possibility, is that the paint internally and externally may need to be repainted due to additional dust and pollution, again pending on level of dust and pollution. I can continue...

* EMOTIONAL AND DEVELOPMENT EFFECTS

Our children are small and a safe consistent everyday life routine is crucial to set a good start in life. They will be 2 and 4 when the project commence, and 6 and 8 when it is proposed to finish. Sleep, consistency, health, play, learning, school/ daycare or social events is some things that is very important. Emotional development is different in each child and it is therefore hard to pinpoint exact effects however this is the time in their life which is most important as this is when the foundation is set to which they will base their whole life on. To feel safe and be safe is therefor even more crucial for them. This includes living in a consistent home (minimal moving us around!), maintain in the same daycare/school, have a

clean, safe and good environment around our home (including ie backyard, leaving and entering the property or car or walking to the park or around the area). Noise, dust and pollution will have indirect effects ie sleep deprivations, health issues etc on their development and emotions etc. See above links to support this.

* STORM WATER & ENVIRONMENT ISSUES

There is a three way storm water junction close to our property. It is also a low point causing surage and storm water issues. There is a current problem and the project may add to this, this will have to be addressed appropriately prior commencement, but may also need to be attended to during the project (may even be urgently (within less than 24 hours)) based on previous incidents. Please collaborate with Sydney Water Investigation . Please also see environmental effects outside the personal effects on our family/property.

PROBLEM SOLVING

Some safety, noise, dust and pollution problems may be solved and some may be eased. This is a list of action to be fully covered by WEST CONNEX:

- REASURANCE - that the project pose no danger or negative effect on our familys health or excisting helath problems, safety, property or everyday life ie including but not limited to entering/ exiting the property or car, walking around in the area, vacating in our garden or inside the property or car.
- SOUND PROOFING - is needed to deal with the additional noise. Ie double glassed windows, and other sound proofing like the fence, roof, walls, floor and or doors. Should be assessed by a professional. May also require sound barrier on Darley Rd. This will also help to continue working from home.
- RELOCATION due to the noise is required during the initial and final stages of the project. Soundproofing, will be helpful with the noise during the most part of the project but will defiantly not be sufficient during the initial and last stage of the project when noise will be at its peak. Its important that this is to a suitable location that is accommodating for our familys needs, ie being a young family with above mentioned health problems. Relocation needs to be to a location that is similar standard to our house and as local as possible to try to maintain a as much normal life as possible to minimise the negative effects. This needs to be organised before commencement of project. Pending on noise level or other effects of the project, during the other phases of the project, this may be required as well ie to prevent sleep deprivation or health issues or in case excising health issues are effected by the project (direct or indirect). Also working form home need to be considered in regards to relocation and to maintain the same daycare/ schools for the children etc. Please note that a hotel room is not a suitable option as this is not suitable for a family, this may be sufficient for a couple but not a family with young children.
- VENTILATION we will need to install a new suitable ventilation system to prevent dust and pollution to enter the property.
- PARKING. We will need a designated parking space within a few meters of our property or adjoining to our property due to the safety of our small children. It would also be great if parking on Hubert St, Darley Rd, James St, Fancis st, Charles St, William St (and preferably anywhere close to the site) to be resident parking only including a strict towing zoning between working hours, to decrease the additional traffic in the area that the project will bring. (Please note that the project will bring more cars to the area even though other arrangements are maid ie communal commute etc. Hence the request).
- ROAD BARRIERS - This to improve safety, to prevent ie a runaway truck that lost its breaks (air breaks?) to damage our property or family. Ie guard rail suitable to protect our property and family from possible damage, This will have to be installed and approved before commencement of the project.
- WASHING - We can see 2 options, we either will need to improve current laundry set up with drying cabinet, better ventilation and larger dryer to mention a few. Or alternatively, get a suitable pick up washing service during part of the project or during the duration of the project pending on dust and pollution impact. Also professional cleaning or replacement of ie furniture may be required pending on dust impact. There may be other additional costs associated with this pending on project impact.
- RENTAL LOSS OR SALES LOSS GUARANTEE - In case we have to, for any reason, sell the house or lease it out, we like to have a guarantee that the project cover any decrease in rent or sales associated

with the WEST CONNEX site. I want to high light that this is not something we want to do, however, we want to be reassured that the project covers that a potential loss.

- FILTERS ARE REQUIRED on everything possible associated with the project/ site to minimise dust and pollution effects.
- NO TRUCKS ON DARLEY RD could be another improvement see common points of important below.
- SOUND PROOFED AND SEALED TENT OVER THE SITE and other adjustments to minimise the noise dust and pollution effect on the environment and people in the area.
- COVER AND WET ALL TRUCK LOADS BEFORE EXITING THE SITE and other adjustments to minimise the noise dust and pollution effect on the environment and people in the area.
- NO WORK AFTER WORKING HOURS OR ON WEEKENDS, INCLUDING NO NIGHT WORKS
- PLEASE SPEAK TO SYDNEY WATER RE STORM WATER SOLUTION - contact Sydney water for more information

COMMON POINTS OF IMPORTANTS/ SOLUTIONS

ACCESS POINTS, TRAFFIC, ROAD ANGLES AND NEW RAMP

Why not resolve a few issues in one, and work together with the council? This may even create better press and save some costs for both council and the West Connex project. There are a few issues currently with traffic on to city west link on Darley Rd. This could be helped. Also the angle getting on there will not ideal suitable for trucks as even cars struggle today. How? See brief explanation below.

Please see attachment showing

1. Modified Access
2. New Ramp. New access
3. Blocked Road

1. Close the section of on Darley Rd along the current Dan Murphy site (close to after Charles st up towards the current City west Link access) during and after the project. This could then become a parking and extra room for service cars (ie electricians etc) or storage during the project or similar, this would not be for trucks or zone for idling! And after the project is completed it could serve as a part of proposed park land and area closest to city rail could become parking etc to people wanting to take public transport. It would also create a better on and off angle to the city west link if joined up with other part of James St, as it would be more or less straight. This would be exclusive to the project during its duration, creating a better express entry as well and after the project can ease the traffic in the area. This option will effect a few houses and parking and or parking access will have to be discussed and arranged with those individual houses and access and road removal may have to start after rare lane access road parallel to Charles St. Francis and Hubert St will become no through roads.
2. New Ramp on to city west link from Charles St, this would be able to be used for both trucks and cars. It also have a better angle than the entry from Darley Rd and the excising round about will be helpful with guiding the traffic.

Submission: Online Submission from Santi Nilsson Olofsson (object)

<https://secure->

[web.cisco.com/1wXUgqFTTrTgiVbTgx8katSI5G1fEb7IRe2US65tbaonJb8RMXeb12X2XmKat4FqrN5zHgIRwVrgFvMCXoifcHdOHBc6BYVMHA9fILGj_uSnbYXx2woDub1T6mc1RDUzp9etyq3vafz4CozapS9iwmdb6wWVAuOmZA2Lxq8-9Jmmm_Pug1xuU70mZwnTn2J5gdhLLi0crjVgyBoDELijC5-B_SB8Lm9irMRua9V6V-ctsfg1-bT9qnBFZvGdAkBcpApzeOUUTpc_6UI7ScqAO3wt8VnuxyNo8TDP0acx2ERVJL1whHEdKqL-LaElyMY6y1n2b5Rb-ljpVTpZTtwoVrWw/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview_activity%26id%3D227644](https://secure-web.cisco.com/1wXUgqFTTrTgiVbTgx8katSI5G1fEb7IRe2US65tbaonJb8RMXeb12X2XmKat4FqrN5zHgIRwVrgFvMCXoifcHdOHBc6BYVMHA9fILGj_uSnbYXx2woDub1T6mc1RDUzp9etyq3vafz4CozapS9iwmdb6wWVAuOmZA2Lxq8-9Jmmm_Pug1xuU70mZwnTn2J5gdhLLi0crjVgyBoDELijC5-B_SB8Lm9irMRua9V6V-ctsfg1-bT9qnBFZvGdAkBcpApzeOUUTpc_6UI7ScqAO3wt8VnuxyNo8TDP0acx2ERVJL1whHEdKqL-LaElyMY6y1n2b5Rb-ljpVTpZTtwoVrWw/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview_activity%26id%3D227644)

Submission for Job: #7485 WestConnex M4-M5 Link

https://secure-web.cisco.com/12NAn41uPx_wOIZKC-8LyG1vL0-5bx7r2qPREeySCJY5fUJdmH7mHGCfzhMwErZocy5UxGjcdbrB5bVmRBEz00Imc4HtUCkUwC2eX0YoAgDTDuF5KcQVJIHkp2AL5xjg5P1HelwTOW224F7Bsb0FzdsWOf-VJ8A2dQ--o_IGj941g_yX8Ke2wyuU5vIkhYszPwkQhQMSt29TFbX7RVwiZdqpEhSefhquLJtho4kmxukjMxbL_tnL_DPIVaNT5kZ6z_7f2CnAHvyHqCMdr_Wcy5SBjBOHO9998gC3u_NRht_lofzaB2BfNmSU7devzOwrCfU7XW-KZPTV3odSPgXp5g/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview_job%26id%3D7485

Site: #3247 M4-M5 Link

https://secure-web.cisco.com/1-G8LIbhMK6d9i1ZlwpgjqCuVvubLPvIDYRGHcGsrJ9MeUtT9Nm5H7oD8Rm9vxZlrLnfXECtt7juLrQd_Gfel1C4QFbzQevj3sY1xuRMajGrg4QJUdaOZoVGWd0UB5MAxnI36UrS7ZIV1gUTFvWWUO1ljyal4ToFDJStP6iROP2UwdEnMteENUtEfHKGd2RFTZKkKtA0NEsGIEtqb7aerWKUch3SN19YwvRPANDIaXh9TYJJYCcsR5qT2XMPzb9VigLqcFqdO9QuziBR6blQ0tsmOpbY_GzZLbfYEEY8vasN07Z01K7RJTnQeBkCwZLUI5D60KA8xkBj60oZU19F7g/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview_site%26id%3D3247



Search Google Maps



Box, Lilyfield

Legs On The Wall

Billy Kids

2. NEW RAMP
NEW ACCESS

Leichhardt North

1. MODIFIED
ACCESS

3. BLOCKED ROAD

Darley Rd

Darley Rd

Charles St

Elswick St N

William St

William St

Google

Castelmola Pizzeria

Amato's Liquor Mart

William St

Satellite

Map data ©2017 Google

Australia

Terms

Send feedback

50 m

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Sunday, 15 October 2017 5:07:02 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 because it's chopping down lots of trees that help us breath and get rid of carbon dioxide. The road will pollute our planet even more and that heats up the earth's atmosphere and makes the world hotter meaning the end of the world will be sooner. Westconnex is wasting money on an another road, that money could be used for more important things such as helping the poor instead. We need more public transport not cars!

IP Address: [REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=227660

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, 15 Oct 2017 06:35:52 +0000
To: [REDACTED]
Subject: FW: Submission Details for Martin O'Dea (comments)
Attachments: 227666_M4_M5
Rozelle_parklands_interchange_comments_2017Oct15_1733.pdf

From: system@accelo.com On Behalf Of Martin O'Dea
Sent: Sunday, 15 October 2017 5:35:17 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Martin O'Dea (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Martin O'Dea
[REDACTED]
[REDACTED]
[REDACTED]

Lilyfield, NSW
2040

Content:
Please see my submission uploaded as file attachment 1

[REDACTED]
Submission: Online Submission from Martin O'Dea (comments)
https://majorprojects.accelo.com/?action=view_activity&id=227666

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
Application number SSI 7485
GPO Box 39
Sydney NSW 2001

15/10/2017

Dear Sir,

COMMENTS ON WESTCONNEX M4-M5 LINK AND ROZELLE INTERCHANGE

I am writing to provide comments on the current design for the Rozelle Interchange as part of the WestConnex M4-M5 project EIS.

The re-design of the interchange to largely be placed underground is a significant step forward from the plans exhibited at the Community consultation sessions in August 2016. We note that the parkland Landscape plan is largely the same as that released in May this year, but with a reduction in detail.

1. Improve Pedestrian / cyclist connectivity in the parklands.

The current Rozelle Rail yard design proposes a number of good elements such as better north south connectivity across the city west link, including the land bridge and the Whites Creek access bridge. These were marked on the community consultation maps at Leichhardt town hall and their inclusion is to be commended.

Issues associated with these cross overs however, include very sharp bends not ideally suited to cycle connections. Please note that the North South link from the Rozelle tram stop to the new parklands and vice versa back to Annandale, will require pedestrians to cross over the tram tracks.

All of the paths through the parklands will form pedestrian and commuter cycleway links and will need to be well lit at night.

Recommendation:

- Ensure pedestrian overpasses are designed for shared access usage.
- All pedestrian and bike routes through the parklands need to be well lit at night for pedestrian and cyclist safety throughout the night.
- Consider wider than required shared user paths given high cyclist commuter speeds.

2. Permanent closure of pedestrian access through Buruwan Park (former Crescent connection to Railway Parade) is unacceptable.

The east west link has been improved on the north side, but is heavily compromised for residents on the southern side of the City West link. In particular, White's Creek at Buruwan Park provides an at grade connection through to the City for commuter cyclists. For north Annandale and Lilyfield residents, south of the City West link, it is a major pedestrian connection to the waterfront parkland

destinations of Bicentennial Park and Victoria Park and the Blackwattle Bay foreshore. These also link through to the Tramsheds, Glebe and the fish markets.

The rotation of the Crescent to the west has removed this at grade pedestrian link. The Annandale ridge is a major access barrier and the alternate route through Bayview Crescent has a considerable elevation change. There is a very steep stair barrier at Johnston Street connecting Bayview Street making it impossible for prams, cyclists, mobility scooters and wheelchairs. To have a barrier free route, one is forced up and over onto Kentview avenue. This requires a considerable deviation and climb up and over the Annandale Ridge. This is not desirable for the elderly or people with prams or in wheelchairs.

Recommendation:

- Adjust design of The Crescent diversion to retain this at grade link, by moving it a minimum of 3.5m to the east. Consideration will need to be given to the treatment of the retaining wall required to support the light rail station.



Retain at grade pedestrian connection through Buruwan Park

3. Replacement of Beatrice Bush Bridge with at grade connection reduces long term pedestrian connectivity around the Bays Precinct

Pedestrian connectivity around the Bays Precinct will be greatly reduced by this change. For grade separated access, pedestrians and cyclists will need to make a considerable diversion back to the land bridge and then through the proposed park to connect to Balmain or back to the Anzac bridge. We also note the removal of the existing pedestrian overpass on Victoria Road.

Recommendation.

- Retain Beatrice Bush Bridge by better intersection design or provide a new over bridge.

4. Loss of Johnston Street to Anzac bridge cyclist connectivity and pedestrian access to Bicentennial Park during construction.

The temporary management for this commuter cyclist route, through staged construction needs to be better considered, rather than being removed from the “start of construction” – ie for several years (EIS 8-73). Pedestrian access to Bicentennial Park at the Bottom of Johnston Street needs to be permanently managed through construction.

Recommendations:

- Pedestrian management plan and construction staging to maintain access from Johnston Street to Bicentennial park throughout construction.
- Stage demolition and construction in a manner that retains the pedestrian and cyclist commuter routes to the city over the Anzac bridge from Johnston Street.

5. Visual Impact of relocation of The Crescent.

The new alignment of the Crescent, curving to the west, through Buruwan Park will require a large vertical retaining wall to support the Rozelle Bay light rail station. The loss of two large fig trees and other vegetation here will exacerbate this visual problem.

It is not clear at all how White Creek canal is diverted here, particularly where it is constrained by the brick heritage tunnel for the creek created by the rail overbridge.

Recommendations:

- Adjust the location of the future Western harbour Tunnel and beaches link further east to ease off the impact on Buruwan Park to allow a vegetation buffer and the retention of the pedestrian connection at Whites Creek. See also comment 2.

6. Improve clustering of Built facilities to improve Parkland amenity / size.

The ventilation building and the water treatment building impact upon the connectivity and access of the parklands. The large parkland space to the east is effectively isolated from the south by these buildings. It is a long journey to access these parklands from Annandale. These spaces also suffer from potential CPTED issues due to from distance and isolation from residential overlook and passing pedestrians.

The proposed new creekline running west from Victoria Road, while noble in its intentions and potential aesthetic outcomes, effectively splits the potentially large singular space. It greatly compromises the ability for greater functionality of this parkland space. It does not allow for example north south orientated fields.

Recommendations:

- Group the tunnel ventilation and water treatment buildings to allow any creek to be on the park side, and useful open space on top. See point 7 below.
- Ensure building facilities improve rather than cut off physical and visual connectivity in the parklands.
- Consider better layout of buildings to maximise open space.
- Consider part piped creeklines to maximise open space.

7. Ensure all built facilities are designed to have parkland facilities on the roof tops.

Given the project budget, it is not acceptable to have large built facilities that remove potential parkland and do not contribute to the public domain. In particular the Rozelle Ventilation Supply facility, which sits at lower grade to the surrounding Rozelle suburb. A rooftop at grade facility should be provided to maximise public open space. This also applies to the Rozelle exhaust

Ventilation outlet facility and the water treatment plant. Both these buildings now show grey rather than the green roofs and functional space that was visible in the earlier masterplan.

Recommendation:

- Ensure all facility buildings in the park are designed to provide fully functioning parkland amenity on top, with both green lawns and hard space as well as trees cover. This is entirely possible and essential. (Eg Barrangraoo headland park).

8. CEPTED issues of depressed parkland spaces east and west of the M4-M5 tunnel and Noise wall 07

The depressed parkland at western end of the site is visually isolated from the residential areas north of the Lilyfield Road. This is exacerbated by the proposed 6m high noise wall NW07 in this vicinity. Parkland to the east of the water treatment facility is equally isolated and needs an additional path to access it.

Recommendation:

- Ensure noise wall design does not visually separate the park from residential areas. Consider raising the depressed parklands so they are all at approximately at Lilyfield road height. This would have the effect of improving pedestrian connectivity into the parklands, moving the noise wall and bringing the parkland into view. It may also provide some opportunity for underground parking for sport field amenity.

9. Noise wall visual impacts

Noise wall 05 blocks residential views of the bay. See also comments about NW 07 above.

Recommendation:

- Reconsider design options

10. Urban design considerations for 10 storey Ventilation towers in low rise residential context

The 7m high façade to the ventilation exhaust facility will need considered design. The 35m (10 storey) ventilation towers in a low rise residential area will also need very careful treatment.

Recommendation:

- Provide highly considered urban design options to ensure high quality aesthetic outcome.

Regards

Martin O'Dea

Registered Landscape Architect. # 536

3 Starling Street, Lilyfield NSW 2040

⑥ CONSIDER DESIGN TO MAXIMISE OPEN SPACE IN GREEN HAT AREA

⑩ URBAN DESIGN TREATMENT - 8m HIGH FENCE & 35m TOWER

⑧ CEPTED - ISOLATED PARKLAND

MAINTAIN BRIDGE

PROGRAM	
01	Programme
02	Active transport (bicycle design)
03	Programme and landscape
04	Programme and landscape
05	Programme and landscape
06	Programme and landscape
07	Programme and landscape
08	Programme and landscape
09	Programme and landscape
10	Programme and landscape
11	Programme and landscape
12	Programme and landscape
13	Programme and landscape
14	Programme and landscape
15	Programme and landscape
16	Programme and landscape
17	Programme and landscape
18	Programme and landscape
19	Programme and landscape
20	Programme and landscape

PUBLIC DOMAIN - GREEN ROOF OVER TOP

CONSERVATE BUILT FORM

CEPTED ISSUES FOR DEPRIVED OPEN SPACE

⑨ CEPTED ISSUES FOR 8m HIGH NOISEWALL

PUBLIC DOMAIN GREEN ACCESSIBLE ROOF OVER

③ MAINTAIN BRIDGE MAINTAIN CURVE ROUTE TO CITY

NEW ACCESS ROUTE

⑤ NOISEWALL BLOCKS VIEWS MAINTAIN ACCTS ④

② ESSENTIAL LINK RETAIN AT GRADE PEDESTRIAN LINK UNDER BRIDGE

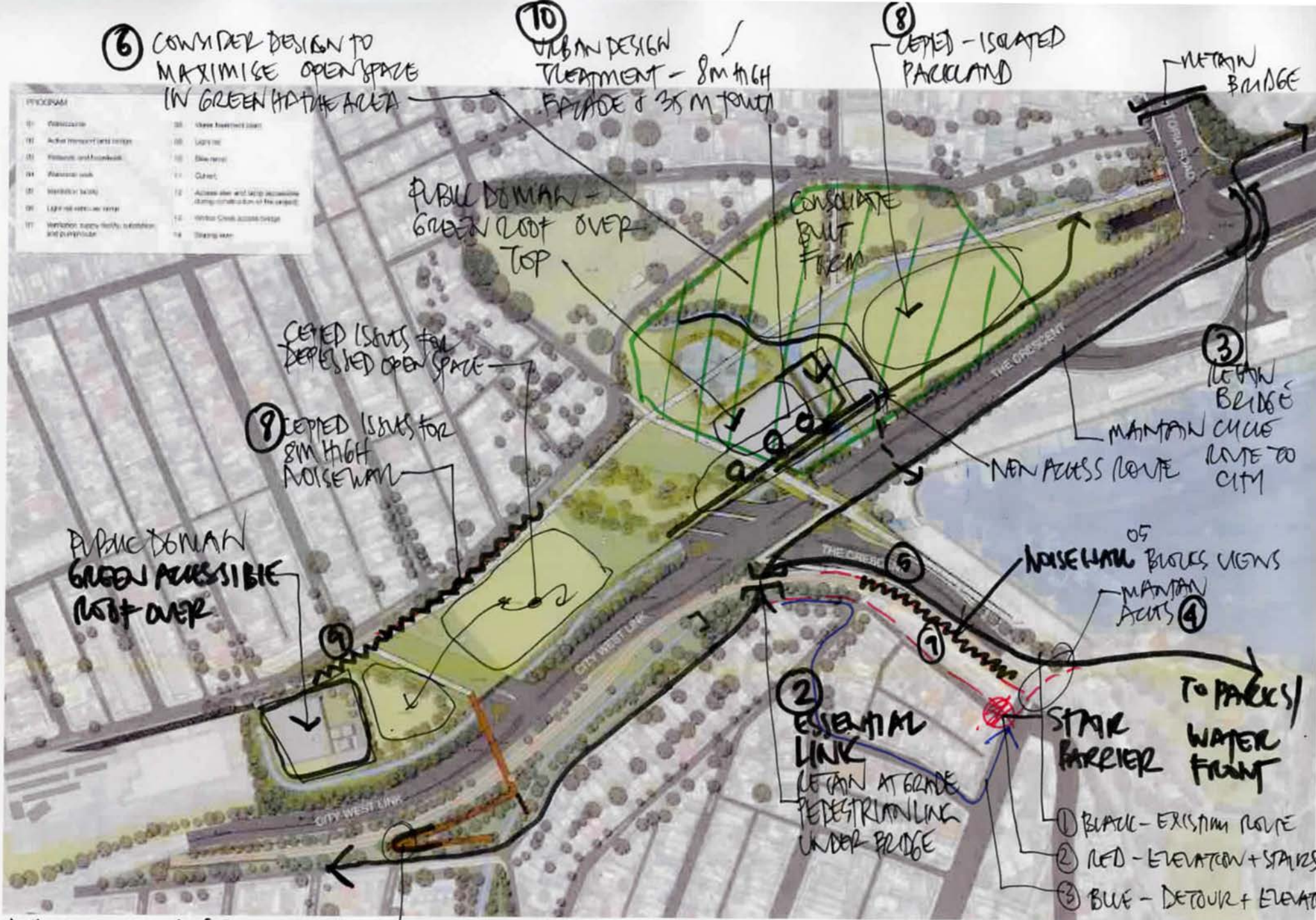
TO PARKS / WATER FRONT

STAIR BARRIER

- ① BLACK - EXISTING ROUTE
- ② RED - ELEVATION + STAIRS
- ③ BLUE - DETOUR + ELEVATION

ATTACHMENTS TO WEST CORNER SUBMISSION - MARTIN O'DEA

IMPROVE BICYCLE ACCESSIBILITY



From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Sunday, 15 October 2017 5:39:06 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:

One of the objectives of the M4-M5 is to facilitate the Western Harbour Tunnel and Beaches Link - which supposedly are still being planned, are subject to a reference design and government funding and planning approval.

The M4-M5 Link will overload the Anzac Bridge with traffic - and that will then make the Western Harbour Tunnel 'necessary' - the EIS even identifies the Western Harbour Tunnel as mitigation for the impacts of the M4-M5 Link. This is ridiculous and exposes the fallacy of constructing motorways to 'solve' congestion.

The M4-M5 Link planning approval will include the connections for the Western Harbour Tunnel - this is a government investment in the Western Harbour Tunnel even though we are told no decisions have been made.

The M4-M5 Link - like other sections of WestConnex - will induce additional traffic on to the road network - just building up congestion and the need for more roads across Sydney.

Tolls on WestConnex will almost certainly be rising faster than wages - making these toll roads ever more unaffordable and pushing more traffic on to local surface roads.

The M4-M5 Link will concentrate pollutants from exhaust and roads including particulate matter which will then be vented out through stacks. These carcinogenic pollutants will impact wide areas of Sydney with the particularly damaging finer particulates spreading out across the metropolitan area. More air pollutants result in more people dying prematurely from a range of diseases and conditions.

Surface roads will be used by traffic entering and leaving the motorway portals - and by traffic avoiding the cost of tolls. This traffic makes us less safe - the EIS demonstrates that more traffic results in more

road traffic accidents.

The M4-M5 Link will increase traffic on the Anzac Bridge, impact Sydney's city centre. This will reduce the economic efficiency of the city centre - and the whole of Sydney, NSW and Australia relies on the Sydney city centre economically.

It is likely that my children - who are still too young to hold driving licenses - will be retired before the concession period expires on the M4-M5 Link. Throughout their working lives they will be paying taxes to support WestConnex. This is even more ridiculous given all predictions are that personal transport will have changed hugely in a fraction of this time - in all likelihood we will not be owning or driving our own cars within the next 30 years.

The M4-M5 Link will see whole areas of Sydney under threat - again. More trees and homes will be lost. More residents will be displaced from their homes and communities. Sydney will become less liveable as a result.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

https://majorprojects.accelo.com/?action=view_activity&id=227668

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: Sunday, 15 October 2017 5:44:01 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:

It will mean there is more cars that can pollute the earth making the end of the world come sooner. I am 10 years old.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

https://majorprojects.accelo.com/?action=view_activity&id=227674

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: Fri, 13 Oct 2017 23:09:27 +0000
To: [REDACTED]
Subject: FW: Submission Details for Carol Connolly (object)

From: system@acelo.com On Behalf Of Carol Connolly
Sent: Saturday, 14 October 2017 10:06:03 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Carol Connolly (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Carol Connolly
 [REDACTED]
 [REDACTED]

HABERFIELD, NSW
 2045

Content:

I am a parent of a child 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:

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;

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;

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;

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;

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;

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;

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;

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

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.

Furthermore, community consultation has been poor with insufficient distribution of notices about information sessions and the EIS submission period occurring over the school holiday period.

I also call for the ventilation stacks to be filtered. I note that when this stage is completed, the Haberfield stack will release toxic emissions from two sections of WestConnex over our community. I cannot understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks.

Submission: Online Submission from Carol Connolly (object)

https://majorprojects.accelo.com/?action=view_activity&id=227497

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: Sat, 14 Oct 2017 04:58:18 +0000
To: [REDACTED]
Subject: FW: Submission Details for Gareth Cooper (object)

From: system@accelo.com On Behalf Of Gareth Cooper
Sent: Saturday, 14 October 2017 3:58:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Gareth Cooper (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Gareth Cooper
[REDACTED]

[REDACTED]

Rozelle, NSW
2039

Content:
Public transport instead - no smoke stacks near schools

[REDACTED]
Submission: Online Submission from Gareth Cooper (object)
https://majorprojects.accelo.com/?action=view_activity&id=227529

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: Sat, 14 Oct 2017 06:20:17 +0000
To: [REDACTED]
Subject: FW: Submission Details for David Furley (object)

From: system@accelo.com On Behalf Of David Furley
Sent: Saturday, 14 October 2017 5:20:05 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for David Furley (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: David Furley

[REDACTED]

BALMAIN, NSW
2041

Content:

I thoroughly object to the Westconnex project and the manner in which it has been inflicted on the citizens of Sydney. There are so many questions as to how the Government has gone about this, but one of the most concerning to the residents of the Inner West is the type and placement of exhaust stacks. It has been shown internationally that it is possible & relatively cost-effective to construct these using a filtration system which is essential in a populated area. To ignore this and to risk the health of those residents close to these stacks is totally unforgivable. The whole project needs to be re-examined in order to determine whether there is a better alternative. It certainly appears that there are a few better ones from which to choose.

Submission: Online Submission from David Furley (object)
https://majorprojects.accelo.com/?action=view_activity&id=227539

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: Sat, 14 Oct 2017 22:36:31 +0000
To: [REDACTED]
Subject: FW: Submission Details for April Murdoch (object)
Attachments: 227570_17-10-13 Murdoch WestConnex EIS Objection_2017Oct15_0935.pdf

From: system@accelo.com On Behalf Of April Murdoch
Sent: Sunday, 15 October 2017 9:36:12 AM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for April Murdoch (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: April Murdoch
[REDACTED]
[REDACTED]
[REDACTED]

ROZELLE, NSW
2039

Content:

Please move the proposed Iron Cove smokestack from Terry Street and close to Rozelle Public School to the Rozelle Goods Yard. SMC have said they'd like to move the stack there and they have the technology to do so, as well as it reducing the construction costs and minimising objections from the school and local community.

[REDACTED]
Submission: Online Submission from April Murdoch (object)
https://majorprojects.accelo.com/?action=view_activity&id=227570

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

13 October 2017

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

To Whom it may Concern:

**REF: OBJECTION TO WESTCONNEX M4/M5 LINK EIS PROJECT NUMBER SSI
16 7485**

As a parent of a young child currently attending Rozelle Public School, and resident within 200m of the proposed M4-M5 Link, I write to express my strong objection to the WestConnex M4-M5 Link EIS for the following reasons:

INDICATIVE AND UNPROVEN DESIGN

- The indicative design is not final, which means that the successful contractor can then change the design, safety and hazard management plans and any other details of the design without referral or oversight by the Department or consultation with the community.
- Sydney Motorway Corporation has not identified any similarly large and complex underground interchange anywhere else in the world, which has resulted not only in no tenders for the project, but the Government's rejection of the one tentative prospective bid.
- This means that any projections or models underpinning the assumptions of this EIS are based on pure speculation, without any real data or precedent to support it. It is ridiculous to approve such a vague and untested design without any evidence whatsoever that it can actually be constructed, much less completed safely, on time and on budget.

PREVIOUS ENVIRONMENTAL FAILURES DURING CONSTRUCTION

- 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.
- Indeed, there are no details of how lead-contaminated soil, asbestos, dioxins and other toxins and spoil will be safely removed without airborne particles being emitted during demolition, excavation and construction in Rozelle.
- 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.

- Similarly, residents in Beverley Hills and Haberfield have suffered catastrophic failures to contain toxic loads such as asbestos, with contractors failing to quarantine and cover outgoing loads during demolition and excavation.
- The Environmental Impact Statement for Stage 3 admits that the traffic and emissions around Rozelle and Drummoyne 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.

HEALTH AND TOXIN ISSUES DURING CONSTRUCTION

- The current EIS proposes 3 to 4 years of 24/7 construction of a tunnel entrance/exit on Victoria Road approximately 200m from Rozelle Public School and Preschool (the School).
- It also proposes four unfiltered tunnel exhaust ventilation stacks; one 200m North West of and at a lower elevation to the School in line with prevailing winds, and the other 600m South of the School, also in a secondary prevailing wind direction, which will shower unfiltered emissions and toxic particular matter down on our children while at school, as they walk to and from the School, as they play at the School and in their own back yards and at local parks, and while they sleep in their beds which will lead to adverse health effects on our children due to the unfiltered exhaust emissions.
- It also proposes buildings adjacent to or nearby the School being demolished for construction sites, leading to more dust and noise pollution, and unsafe demolition methods being used as evidenced at other WestConnex sites which poses a serious risk to our children's safety.
- Construction within 500m of the School between 7am and 6pm Monday to Friday will result in adverse health, safety, educational, developmental and well-being effects on children due to its proximity and during exactly the entire time that our children are present on School grounds.
- Construction noise and vibration from trucks and tunnelling for 24 hours a day, 7 days a week for a period of months or years which will;
 - Adversely affect our children's opportunities to learn and play during these times;
 - Adversely affect those of our children in Preschool to adequately rest during nap-times;
 - Further exacerbate and potentially endanger those of our children afflicted by pre-existing respiratory conditions;
 - Be deleterious to learning outcomes for those of our children suffering learning disabilities;
 - Is likely to result in the disturbance of lead and other soil pollutants known to be present in the soil throughout Rozelle which will be dispersed throughout the surrounding area, including the School.
- Will have an adverse impact on our children's sleep, leading to impaired cognitive processing and compromised learning

will adversely affect the children living to the North West of the construction site, in the area between Victoria Road, Springside Street and Byrnes Street as the road closures will isolate them and make it impossible for them to walk to school.

- Using all or part of King George Park and Oval as a construction site due to its proximity to the School and the use of this site will;
 - Impede the children's ability to participate in the School cross country carnival or the athletics carnival which are normally held at King George Oval, and pose a safety risk when the children walk to and from the School and the Oval to attend the carnival;
 - Be detrimental to the health of the children participating in the School swimming carnival which is normally held at Drummoyne Swim Centre due to the proximity of exercising close to the construction site;
 - Be detrimental to the general health and well-being of the children who use this park, playground and oval as their only means of recreation, as Rozelle is already severely lacking in safe open spaces for children to play in.

PROXIMITY TO SCHOOLS OF UNFILTERED SMOKESTACKS AND PARKS

- It is even more disturbing that one of these stacks, proposed for the Iron Cove entrance to the interchange, is less than 100 metres from Rozelle Primary School and Kindergarten and less than 400 metres from Sydney Secondary College, Balmain, putting the health and lives of nearly 2000 young children and adolescents at risk at these schools, and a further three schools within a 3km danger zone from these unfiltered smokestacks.
- This is exacerbated by the fact that, combined with 3-4 similarly unfiltered and even larger smokestacks at the Rozelle Goods Yard, Rozelle will suffer the highest concentration of unfiltered smokestacks in a 1km radius in Australia.
- Using all or part of King George Park and Oval as a construction site due to its proximity to the School and the use of this site will;
 - Impede the children's ability to participate in the School cross country carnival or the athletics carnival which are normally held at King George Oval, and pose a safety risk when the children walk to and from the School and the Oval to attend the carnival;
 - Be detrimental to the health of the children participating in the School swimming carnival which is normally held at Drummoyne Swim Centre due to the proximity of exercising close to the construction site;
 - Be detrimental to the general health and well-being of the children who use this park, playground and oval as their only means of recreation, as Rozelle is already severely lacking in safe open spaces for children to play in.
- I note that Education Minister Rob Stokes declared this year that "I won't be party to putting stacks near kids. There's no way in hell I'd support any development that put the lives of pupils, teachers and parents at risk" and that "no ventilation stacks would be built near any school" in his electorate.
- In 2007, when proposing the **Roads Amendment (Lane Cove Tunnel Filtration Bill) 2007**, calling for filtration on stacks for the Lane Cove Tunnel,

Planning Minister Anthony Roberts then declared that “this is about life and death...” adding that

“I believe the totality of the evidence is beyond reasonable doubt in favour of installing filtration and makes it obligatory for Government to unanimously endorse the installation of filtration technology in tunnels and stacks as a responsibility and a duty of care.

It is well known that these particulates cause problems and issues for unborn children. They cause asthma in young people and prevent the normal development of healthy lungs in children.

It is now world's best technology to filter tunnels. It seems that the only place in the Western Hemisphere that ignores the overwhelming and significant medical evidence about the danger of particulates from these tunnels and the significant health problems they cause young people and older people is New South Wales, and it is something that needs to be addressed.”

- In supporting this motion, Premier Gladys Berjiklian asked: “Why won’t the Government allow people to sleep at night, knowing their children aren’t inhaling toxins that could jeopardise their health now or in the future?”
- This is especially concerning given SMC has acknowledged traffic and emissions will increase as a result of increased traffic, particularly by diesel-fuel heavy freight vehicles, using the tunnel. 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.
- They will increase the concentration of air pollution at the tunnel entrance, given that the Iron Cove Bridge and Victoria Road in Drummoyne are already at capacity, which will lead to stop/start and slow moving traffic at the entrance.
- If the Premier, Planning Minister and the Education Minister can all fight for the health of children in their electorates, why can’t they do the same for all children in NSW?
- Peter Jones, Project Manager of the M4-M5 Link and Rozelle Interchange and Andrew Mattes of RMS have both said they can move the stacks wherever they want, and Jones has stated he’d prefer the Terry Street stack next to Rozelle Public moved to the Rozelle Goods Yard. Therefore, I ask that the stack is moved to this location to avoid any potentially damaging impact on children’s health, happiness and education.

INCREASE IN EMISSIONS NEAR SCHOOL

- The proposed interchange and tunnel increase car emissions, which are already responsible for the high levels of lead polluting the air at Rozelle, and the increased traffic volumes due to the tunnel will result in increased lead emissions from both the tunnel entrance and the unfiltered exhaust stacks
- This has been acknowledged by SMC and RMS, with their air quality expert saying in a meeting with Rozelle Public School parents on 20 September that this was calculated to be “approximately 0.2 children (morbidity) per annum.”
- Given this figure, and the fact that SMC is using dying children as a unit of measurement, what modelling or monitoring has it been using to budget for

this morbidity in children, and why has it not released these figures? Where can we find this information and have it independently audited?

- Why won't SMC commit to independent monitoring or measuring of air quality at Rozelle Public School or on the proposed route of the interchange, to provide a benchmark to measure future emissions by?

FAILURE TO PROVIDE ADEQUATE AND TRANSPARENT INFORMATION, COMMUNITY CONSULTATION OR TRAFFIC MANAGEMENT PLANS DURING AND AFTER CONSTRUCTION

- SMC does not provide adequate information to provide more detailed feedback and objections, and without any consultation with us and our community, we must object to the current very vague and potentially disastrous proposals being put forward by SMC.
- 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 cancelled all meetings with no notice or reason given with parents of Rozelle Public.
- 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 would be even worse for residents and students surrounding proposed works in Rozelle for the interchange, given that the proposed work site on Wellington Street is only 100 metres from Rozelle Public School, and works sites near King George's Park less than 10 metres from homes and parkland.
- 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.
- The tunnel will increase the road safety hazards to our children when walking and cycling to school during construction due to the volume of heavy construction vehicles as evidenced at other existing WestConnex construction, in particular along Victoria Road, Darling Street, Wellington Street, Terry Street and all side streets adjacent to these roads and within 200m of the School

- SMC offers no traffic plans for children to safely walk and cycle to School after construction, particularly near tunnel entrances
- SMC offers no traffic plans or contingencies to prevent rat runs and increased traffic volumes in residential streets in the catchment area by drivers seeking to avoid tolls
- SMC provides no assurances that current pedestrian crossings across Victoria Road between Toelle Street and Terrey Street, Moodie Street and Terry Street are preserved, or safe and convenient alternatives are found both during and after construction
- SMC provides no assurances that current bus routes and stops on Victoria Road are preserved, or alternative safe and convenient routes and stops are instated both during and after construction
- SMC provides no assurances that current cycle paths on Victoria Road are preserved, or alternative safe and convenient cycle paths are instated both during and after construction

THEREFORE, I ASK THAT:

- **Air quality monitoring be independently conducted and audited at the school before, during and after construction**
- **The ventilation shaft at Terry Street to be filtered for PM2.5, or moved to a safer distance away from the school to the Rozelle Goods Yard**
- **Truck management plans to ensure children's safety near the school during and after construction**
- **Traffic management plans to avoid rat runs within 2 blocks of the school during and after construction**
- **Limitations on construction hours, especially above ground, to business hours only**
- **Adequate and independently monitored hazard plans during construction, especially work site safety and the quarantining and removal of toxic materials during demolition, excavation and construction**
- **Adequate protection against excessive noise, dust, vibration and pollution during construction for the school and residents during and after construction, such as air-conditioning, sound proofing, double glazing**
- **A compensation fund established to protect and repair residents' homes from structural and other damage caused by construction**
- **A compensation fund established to protect and repair the school from structural and other damage caused by construction**
- **A compensation fund established to address residents' and childrens' health impacts and illnesses caused by construction and the operation of the tunnel in Rozelle, Lilyfield, Balmain and Drummoyne**

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, and provide a written response to each of the objections I have raised.

Yours Faithfully,

A handwritten signature in black ink, appearing to read 'April', with a stylized, cursive script.

APRIL MURDOCH

From: [REDACTED] on behalf of DPE CSE Information Planning Mailbox
Sent: Monday, 16 October 2017 9:21 AM
To: [REDACTED]
Subject: FW: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

From: April Murdoch [mailto:campaigns@good.do]
Sent: Sunday, 15 October 2017 9:36 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

As a parent of a young child currently attending Rozelle Public School, and resident within 200m of the proposed M4-M5 Link, I write to express my strong objection to the WestConnex M4-M5 Link EIS for the following reasons:

INDICATIVE AND UNPROVEN DESIGN • The indicative design is not final, which means that the successful contractor can then change the design, safety and hazard management plans and any other details of the design without referral or oversight by the Department or consultation with the community. • Sydney Motorway Corporation has not identified any similarly large and complex underground interchange anywhere else in the world, which has resulted not only in no tenders for the project, but the Government's rejection of the one tentative prospective bid. • This means that any projections or models underpinning the assumptions of this EIS are based on pure speculation, without any real data or precedent to support it. It is ridiculous to approve such a vague and untested design without any evidence whatsoever that it can actually be constructed, much less completed safely, on time and on budget.

PREVIOUS ENVIRONMENTAL FAILURES DURING CONSTRUCTION • 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. • Indeed, there are no details of how lead-contaminated soil, asbestos, dioxins and other toxins and spoil will be safely removed without airborne particles being emitted during demolition, excavation and construction in Rozelle. • 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. • Similarly, residents in Beverley Hills and Haberfield have suffered catastrophic failures to contain toxic loads such as asbestos, with contractors failing to quarantine and cover outgoing loads during demolition and excavation. • The Environmental Impact Statement for Stage 3 admits that the traffic and emissions around Rozelle and Drummoyne 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.

HEALTH AND TOXIN ISSUES DURING CONSTRUCTION • The current EIS proposes 3 to 4 years of 24/7 construction of a tunnel entrance/exit on Victoria Road approximately 200m from Rozelle Public School and Preschool (the School). • It also proposes four unfiltered tunnel exhaust ventilation stacks; one 200m North West of and at a lower elevation to the School in line with prevailing winds, and the other 600m South of the School, also in a secondary prevailing wind direction, which will shower unfiltered emissions and toxic particular matter down on our children while at school, as they walk to and from the School, as they play at the School and in their own back yards and at local parks, and while they sleep in their beds which will lead to adverse health effects on our children due to the unfiltered exhaust emissions. • It also proposes buildings adjacent to or nearby the School being demolished for construction sites, leading to more dust and noise pollution, and unsafe demolition methods being used as evidenced at other WestConnex sites which poses a serious risk to our children's safety. • Construction within 500m of the School between 7am and 6pm Monday to Friday will result in adverse health, safety, educational, developmental and well-being effects on children due to its proximity and during exactly the entire time that our children are present on School grounds. • Construction noise and vibration from trucks and tunnelling for 24 hours a day, 7 days a week for a

period of months or years which will; o Adversely affect our children's opportunities to learn and play during these times; o Adversely affect those of our children in Preschool to adequately rest during nap-times; o Further exacerbate and potentially endanger those of our children afflicted by pre-existing respiratory conditions; o Be deleterious to learning outcomes for those of our children suffering learning disabilities; o Is likely to result in the disturbance of lead and other soil pollutants known to be present in the soil throughout Rozelle which will be dispersed throughout the surrounding area, including the School. • Will have an adverse impact on our children's sleep, leading to impaired cognitive processing and compromised learning will adversely affect the children living to the North West of the construction site, in the area between Victoria Road, Springside Street and Byrnes Street as the road closures will isolate them and make it impossible for them to walk to school. • Using all or part of King George Park and Oval as a construction site due to its proximity to the School and the use of this site will; o Impede the children's ability to participate in the School cross country carnival or the athletics carnival which are normally held at King George Oval, and pose a safety risk when the children walk to and from the School and the Oval to attend the carnival; o Be detrimental to the health of the children participating in the School swimming carnival which is normally held at Drummoyne Swim Centre due to the proximity of exercising close to the construction site; o Be detrimental to the general health and well-being of the children who use this park, playground and oval as their only means of recreation, as Rozelle is already severely lacking in safe open spaces for children to play in.

PROXIMITY TO SCHOOLS OF UNFILTERED SMOKESTACKS AND PARKS • It is even more disturbing that one of these stacks, proposed for the Iron Cove entrance to the interchange, is less than 100 metres from Rozelle Primary School and Kindergarten and less than 400 metres from Sydney Secondary College, Balmain, putting the health and lives of nearly 2000 young children and adolescents at risk at these schools, and a further three schools within a 3km danger zone from these unfiltered smokestacks. • This is exacerbated by the fact that, combined with 3-4 similarly unfiltered and even larger smokestacks at the Rozelle Goods Yard, Rozelle will suffer the highest concentration of unfiltered smokestacks in a 1km radius in Australia. • Using all or part of King George Park and Oval as a construction site due to its proximity to the School and the use of this site will; o Impede the children's ability to participate in the School cross country carnival or the athletics carnival which are normally held at King George Oval, and pose a safety risk when the children walk to and from the School and the Oval to attend the carnival; o Be detrimental to the health of the children participating in the School swimming carnival which is normally held at Drummoyne Swim Centre due to the proximity of exercising close to the construction site; o Be detrimental to the general health and well-being of the children who use this park, playground and oval as their only means of recreation, as Rozelle is already severely lacking in safe open spaces for children to play in. • I note that Education Minister Rob Stokes declared this year that "I won't be party to putting stacks near kids. There's no way in hell I'd support any development that put the lives of pupils, teachers and parents at risk" and that "no ventilation stacks would be built near any school" in his electorate. • In 2007, when proposing the Roads Amendment (Lane Cove Tunnel Filtration Bill) 2007, calling for filtration on stacks for the Lane Cove Tunnel, Planning Minister Anthony Roberts then declared that "this is about life and death..." adding that "I believe the totality of the evidence is beyond reasonable doubt in favour of installing filtration and makes it obligatory for Government to unanimously endorse the installation of filtration technology in tunnels and stacks as a responsibility and a duty of care. It is well known that these particulates cause problems and issues for unborn children. They cause asthma in young people and prevent the normal development of healthy lungs in children. It is now world's best technology to filter tunnels. It seems that the only place in the Western Hemisphere that ignores the overwhelming and significant medical evidence about the danger of particulates from these tunnels and the significant health problems they cause young people and older people is New South Wales, and it is something that needs to be addressed." • In supporting this motion, Premier Gladys Berijiklian asked: "Why won't the Government allow people to sleep at night, knowing their children aren't inhaling toxins that could jeopardise their health now or in the future?" • This is especially concerning given SMC has acknowledged traffic and emissions will increase as a result of increased traffic, particularly by diesel-fuel heavy freight vehicles, using the tunnel. 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. • They will increase the concentration of air pollution at the tunnel entrance, given that the Iron Cove Bridge and Victoria Road in Drummoyne are already at capacity, which will lead to stop/start and slow moving traffic at the entrance. • If the Premier, Planning Minister and the Education Minister can all fight for the health of children in their electorates, why can't they do the same for all children in NSW? • Peter Jones, Project Manager of the M4-M5 Link and Rozelle Interchange and Andrew Mattes of RMS have both said they can move the stacks wherever they want, and Jones has stated he'd prefer the Terry Street stack next to Rozelle Public moved to the Rozelle Goods Yard. Therefore, I ask that the stack is moved to this location to avoid any potentially damaging impact on children's health, happiness and education.

INCREASE IN EMISSIONS NEAR SCHOOL • The proposed interchange and tunnel increase car emissions, which are already responsible for the high levels of lead polluting the air at Rozelle, and the increased traffic volumes due to

the tunnel will result in increased lead emissions from both the tunnel entrance and the unfiltered exhaust stacks • This has been acknowledged by SMC and RMS, with their air quality expert saying in a meeting with Rozelle Public School parents on 20 September that this was calculated to be “approximately 0.2 children (morbidity) per annum.” • Given this figure, and the fact that SMC is using dying children as a unit of measurement, what modelling or monitoring has it been using to budget for this morbidity in children, and why has it not released these figures? Where can we find this information and have it independently audited? • Why won't SMC commit to independent monitoring or measuring of air quality at Rozelle Public School or on the proposed route of the interchange, to provide a benchmark to measure future emissions by?

FAILURE TO PROVIDE ADEQUATE AND TRANSPARENT INFORMATION, COMMUNITY CONSULTATION OR TRAFFIC MANAGEMENT PLANS DURING AND AFTER CONSTRUCTION • SMC does not provide adequate information to provide more detailed feedback and objections, and without any consultation with us and our community, we must object to the current very vague and potentially disastrous proposals being put forward by SMC. • 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 cancelled all meetings with no notice or reason given with parents of Rozelle Public. • 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 would be even worse for residents and students surrounding proposed works in Rozelle for the interchange, given that the proposed work site on Wellington Street is only 100 metres from Rozelle Public School, and works sites near King George's Park less than 10 metres from homes and parkland. • 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. • The tunnel will increase the road safety hazards to our children when walking and cycling to school during construction due to the volume of heavy construction vehicles as evidenced at other existing WestConnex construction, in particular along Victoria Road, Darling Street, Wellington Street, Terry Street and all side streets adjacent to these roads and within 200m of the School • SMC offers no traffic plans for children to safely walk and cycle to School after construction, particularly near tunnel entrances • SMC offers no traffic plans or contingencies to prevent rat runs and increased traffic volumes in residential streets in the catchment area by drivers seeking to avoid tolls • SMC provides no assurances that current pedestrian crossings across Victoria Road between Toelle Street and Terrey Street, Moodie Street and Terry Street are preserved, or safe and convenient alternatives are found both during and after construction • SMC provides no assurances that current bus routes and stops on Victoria Road are preserved, or alternative safe and convenient routes and stops are instated both during and after construction • SMC provides no assurances that current cycle paths on Victoria Road are preserved, or alternative safe and convenient cycle paths are instated both during and after construction

THEREFORE, I ASK THAT: • Air quality monitoring be independently conducted and audited at the school before, during and after construction • The ventilation shaft at Terry Street to be filtered for PM2.5, or moved to a safer distance away from the school to the Rozelle Goods Yard • Truck management plans to ensure children's safety near the school during and after construction • Traffic management plans to avoid rat runs within 2 blocks of the school during and after construction • Limitations on construction hours, especially above ground, to business hours only • Adequate and independently monitored hazard plans during construction, especially work site safety and the quarantining and removal of toxic materials during demolition, excavation and construction • Adequate protection against excessive noise, dust, vibration and pollution during construction for the school and residents during and after construction, such as air-conditioning, sound proofing, double glazing • A compensation fund established to protect and repair residents' homes from structural and other damage caused by construction • A compensation fund established to protect and repair the school from structural and other damage caused by construction • A compensation fund established to address residents' and childrens' health impacts and illnesses caused by construction and the operation of the tunnel in Rozelle, Lilyfield, Balmain and Drummoyne

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, and provide a written response to each of the objections I have raised.

Yours Faithfully,

APRIL MURDOCH

Yours sincerely, April Murdoch 16 York Place Rozelle

_____ This email was sent by April Murdoch 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 April provided an email address (aprilinlondon@yahoo.com.au) which we included in the REPLY-TO field.

Please reply to April Murdoch at aprilinlondon@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: [REDACTED]
Sent: Sun, 15 Oct 2017 01:42:42 +0000
To: [REDACTED]
Subject: FW: Submission Details for Warren Jones (object)

From: system@acelo.com On Behalf Of Warren Jones
Sent: Sunday, 15 October 2017 12:37:02 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Warren Jones (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Warren Jones
 [REDACTED]
 [REDACTED]

Rozelle, NSW
 2039

Content:
 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 .

While WestConnex might integrate with the wider motorway network, no evidence is provided demonstrating that it integrates with the wider road network - let alone the broader transport and land use system. For example the EIS provides no information about changes in traffic volumes entering the Sydney CBD caused by WestConnex. RMS has only just commenced work to identify which roads fanning out from WestConnex portals will need to be upgraded to deliver large numbers of vehicles to and from the project. It is therefore impossible to form a properly informed understanding of the environmental impacts - the very purpose of the EIS.

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.

Both the St Peters Active Recreation Area and the Rozelle Interchange Open Space are a false promise. Unless there is an agreement for construction and management these will be grassed wastelands with compromised amenity, adjoined by ventilation facilities in Rozelle, divided by above ground portals and difficult to access across busy roads.

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.

Scientists have found that there is no safe level of air pollution. As pollution levels rise deaths and hospitalisations rise too. A thorough cost-benefit analysis that takes into account the health effects due to increased exposure is required.

Concentrations of some pollutants PM2.5 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.

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.

The EIS states that the impact on regional air quality is minimal and thus 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). OEH needs to provide

information about the value of this standard and on the impact of new motorways on that level. 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

The St Peters and Rozelle interchanges are of particular concern. 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 is complicated by emissions stacks located in the Interchange - whereby pollution from the interchange is supercharged by the emissions from the stacks.

The Rozelle interchange has an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. The interchange has steep and long climbs, increasing emissions concentrations, which will then be pumped into the surrounding area. The modelling does not account for stop-start conditions. However, the EIS shows significant traffic volumes heading 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. The existing M5 in peak conditions may provide a more realistic base line.

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 has 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.

The EIS states that the project will improve connection to the Sydney Airport and Port Botany. It will not. The Premier herself has said that the Sydney Gateway does not form part of the WestConnex project. Without the Sydney Gateway, connections between WestConnex (St Peters Interchange) and Sydney Airport and Port Botany will be via congested surface roads in Botany and Mascot. As the connection is

unresolved, it is impossible to determine the effect on demand of the unknown pricing regime that will apply to the Sydney Gateway, nor how much travel time will be incurred - which might actually negate the already marginal proposed travel time savings.

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.

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
Warren Jones
28 Lilyfield Road, Rozelle 2039 New South Wales, Australia

Submission: Online Submission from Warren Jones (object)
https://majorprojects.accelo.com/?action=view_activity&id=227594

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: Warren Jones <campaigns@good.do>
Sent: Sunday, 15 October 2017 12:34 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.

While WestConnex might integrate with the wider motorway network, no evidence is provided demonstrating that it integrates with the wider road network – let alone the broader transport and land use system. For example the EIS provides no information about changes in traffic volumes entering the Sydney CBD caused by WestConnex. RMS has only just commenced work to identify which roads fanning out from WestConnex portals will need to be upgraded to deliver large numbers of vehicles to and from the project. It is therefore impossible to form a properly informed understanding of the environmental impacts – the very purpose of the EIS.

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.

Both the St Peters Active Recreation Area and the Rozelle Interchange Open Space are a false promise. Unless there is an agreement for construction and management these will be grassed wastelands with compromised amenity, adjoined by ventilation facilities in Rozelle, divided by above ground portals and difficult to access across busy roads.

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.

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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

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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, Warren Jones 28 Lilyfield Road, Rozelle 2039 New South Wales, Australia

This email was sent by Warren Jones 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 Warren provided an email address (wjones@servcorp.com.au) which we included in the REPLY-TO field.

Please reply to Warren Jones at wjones@servcorp.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: Sun, 15 Oct 2017 02:37:12 +0000
To: [REDACTED]
Subject: FW: Submission Details for Michael Inhelder (object)

From: system@accelo.com On Behalf Of Michael Inhelder
Sent: Sunday, 15 October 2017 1:37:01 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Michael Inhelder (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Michael Inhelder
[REDACTED]

[REDACTED]

Balmain, NSW
2041

Content:

I am totally opposed to WestConnex and particularly to Stage 3 of the project. This Stage should absolutely NOT be approved due to the disastrous impact it will have on local residents of the Inner West. The construction of WestConnex Stage 3 will cause unmitigated traffic chaos, noise, vibration, dust and truck traffic impacts on local residents. It will destroy the amenity of our communities and the historic beauty of our area. The long-term strategic impact of this Stage include increased traffic, reduced livability, health impacts, local environmental damage and the total waste of public funds; which instead should be allocated to reducing rather than encouraging traffic. Residents of the Balmain Peninsula are already subjected to the noise and untenable air pollution from cruise ships at White Bay, which in conjunction with further air quality impacts from the unfiltered ventilation stacks of WestConnex are a health catastrophe in the making. That a project enabling and encouraging more vehicles onto already congested roads could even be considered in favour of improved public transport networks and active transport pathways in the era of climate change is unfathomable! Lastly, it is essential that the proposed State 3 of WestConnex is made available for public consultation prior to any further action is to be taken on this abomination of a project!

Submission: Online Submission from Michael Inhelder (object)
https://majorprojects.accelo.com/?action=view_activity&id=227614

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: Sunday, 15 October 2017 2:27:05 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:

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 M4-M5 Link as outlined in the Environmental Impact Statement on the grounds that its assessment of air quality effects is inadequate, in particular in its treatment of exhaust stacks. Specifically, there is clearly sufficient evidence to require that all exhaust stacks be filtered. The proposed Rozelle interchange is particularly problematic in this regard.

1. Air Pollution Has Significant Costs

The health costs of outdoor air pollution in Australia are up to \$8.4 billion a year. The health costs directly attributed to particulate pollution in the Sydney Greater Metropolitan Area is around \$4.7 billion a year.

2. There Are No Safe levels of PM 2.5

Motor vehicles account for 14% of particulate pollution of 2.5 microns and less (PM 2.5) in Australia. There is no safe level of exposure to particulate matter of 2.5 microns and less. Particulate matter is linked with asthma, lung disease, cancer and strokes.

3. Unfiltered Exhaust Stacks Unacceptably Concentrate Air Pollution, Particularly Particulate Pollution

Even in the absence of increased traffic, exhaust stacks act to concentrate pollution, particularly particulate pollution such as PM 2.5, in the region of the exhaust stacks. This will be further compounded by the increased traffic associated with this project. It is consequently unacceptable to build unfiltered exhaust stacks in any populated areas.

I am particularly concerned that schools would be near such unfiltered stacks. The EIS states there are at least 5 schools affected by air pollution. Children and the elderly are most at risk of lung ailments. The NSW Minister for Education, Rob Stokes, declared in 2017 that, "No ventilation shafts will be built near any school" in his electorate. The same must be applied in all areas of Sydney and the Government needs to urgently review its policy of support for unfiltered stacks.

I note that the Mr Stokes, who as Planning Minister approved the M4 East and New M5, stated that he would not allow unfiltered ventilation stacks in his electorate. However, he did not seem to care that Annandale, Haberfield, Rozelle, Lilyfield and St Peters would be exposed to unacceptable health risks.

4. The Exhaust Stacks In the Proposed Rozelle Interchange Are Particularly Problematic

The Rozelle interchange is only a concept at this stage and should not be approved, but its dangers are revealed even as a concept. Rozelle would be lumbered with an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs.

The interchange has long climbs that will increase emissions concentrations, which will then be directed into the areas surrounding the exhaust stacks. 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 exhaust stacks in the Rozelle Rail yards are shown to be 38 meters high. This is a totally inappropriate location for these exhaust 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 St Rozelle are at 28 meters. The area near the junction of Annandale and Weynton streets in Annandale has an elevation of 29 meters. All of 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. 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. In particular, young children, the elderly and those suffering from lung and heart disease will be placed at serious risk. There are also at least four primary schools well within one kilometre of these stacks. Young children are the most vulnerable to pollution related disease.

5. The EIS Tacitly Acknowledges Concerns About Exhaust Stack Filtration, But Fails To Address These Concerns

I am completely opposed to approving a project in which the EIS consultants recommend rather than filtering 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? Where would these stacks be built? The mere fact that the possibility of extra exhaust stacks is raised demonstrates concern regarding 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 it was unable to provide any information about the review or the identity of the person or organisation conducting the review.

6. Approval of the M4-M5 Link Should Require Filtration of Exhaust Stacks

There are real and significant concerns regarding health effects of air pollution from unfiltered exhaust stacks, as I have described above. The EIS fails to address these concerns in any meaningful fashion. Any action short of requiring filtration of all exhaust stacks would be inadequate. Consequently, the M4-

M5 link must not be approved without filtration of all exhaust stacks.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=227624

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: Sunday, 15 October 2017 3:42:04 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]
 Organisation: Resident ()
 Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I object to the Iron Cove smock stack, it is unacceptable to have it so close to the school and to our HOME. It should be located in the Rozelle Goods Yard. Toelle St seems particularly vulnerable during and post construction. I was given several assurances re Toelle St , that it would be a cul de sac during construction and various noise and dust mitigation procedures. I take it that they will be adhered to. I would prefer the whole project be cancelled.
 Thank you.

IP Address: - [REDACTED]
 Submission: Online Submission from [REDACTED] of Resident (object)
https://majorprojects.accelo.com/?action=view_activity&id=227636

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: Sunday, 15 October 2017 3:44:03 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]
[REDACTED]

Content:

The only option is a FILTERED emission stack, if it is to be located in a built-up residential area that incorporates educational and retail spaces nearby to Terry Street shopping precinct and the Rozelle Primary School.

Noise, pollution, traffic and construction vibration is not wanted at all given the result seen so far during the WestConnex construction fiasco.

Public transport is the answer and this construction should have incorporated options such as light rail, and dedicated bus lanes in both directions during peak hour.

Building upon and extending existing rail/light rail infrastructure that has limited pollution outcomes is a better and visionary outcome that would benefit all residents and visitors to Sydney.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (comments)

https://majorprojects.accelo.com/?action=view_activity&id=227640

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: Sunday, 15 October 2017 5:02:03 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]
 Organisation: [REDACTED]
 Email: [REDACTED]

Address:
 [REDACTED]
 [REDACTED]

Content:
 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.

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 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. An EIS based on inaccurate traffic analysis cannot be approved.

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.

IP Address:

Submission: Online Submission from (object)

https://majorprojects.accelo.com/?action=view_activity&id=227658

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, 15 Oct 2017 06:15:08 +0000
To: [REDACTED]
Subject: FW: Submission Details for Tim Baynes (object)
Attachments: 227664_WestConnex Stage 3 M4-M5 Link EIS Response_Submission
 v1_2017Oct15_1713.pdf

From: system@accelo.com On Behalf Of Tim Baynes
Sent: Sunday, 15 October 2017 5:14:16 PM (UTC+10:00) Canberra, Melbourne, Sydney
 [REDACTED]
Subject: Submission Details for Tim Baynes (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Tim Baynes
 [REDACTED]
 [REDACTED]
 [REDACTED]

Lilyfield, NSW
 2040

Content:

I wish to object to the Proposed WestConnex M4-M5 link and details of this submission can be seen in the attached PDF document

[REDACTED]
 Submission: Online Submission from Tim Baynes (object)
https://majorprojects.accelo.com/?action=view_activity&id=227664

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 OBJECT to the proposed WestConnex M4-M5 Link Application Number SSI 16_7485

These objections are in response to the proposed Stage 3 of WestConnex, the M4-M5 Link as described in the WestConnex M4-M5 Link EIS (the "EIS"). Specific objections are arranged under headings listed on p5. In this submission:

- WestConnex M4-M5 Link is referred to as "the Proposal".
- "RMS" refers to NSW Roads and Maritime Services
- "SMC" refers to Sydney Motor Corporation
- The NSW Government Department of Environment and Planning is referred to as the "Department" and
- The Department Secretary's Environmental Assessment Requirements are referred to as SEARs

General Objections to the Proposal and WestConnex

- A response to the EIS cannot be properly informed, and the Department cannot assess the EIS adequately, because a stated condition of sale of the WestConnex enterprise, in the Business Case and the EIS, is that final designs will be determined by the owner and/or developer after contracts have been signed.
- In the EIS, important design and construction elements of concern to the community (e.g. location, height and size of ventilation stacks, tunnel depth and construction schedules) are not specified: drawings and tables are referred to as indicative, or have a caveat that final design are subject to the conditions in as-yet-unspecified contracts mentioned above. This is a conscious and deliberate feature of the delivery mechanism (see p iv)
- The EIS only supplies a "concept design" that opposes community concerns and differs significantly in scale and impact from the initial proposed designs that were the subject of community consultation (see p4-36).
- Therefore, the EIS cannot definitively address any local impacts created by the Proposal. Approval for the Proposal based on the EIS would enable the sale of the Sydney Motorways Corporation to the private sector, abrogating Government responsibility for oversight, control, final design, cost and implementation of the Proposal.
- The EIS fails to respond to the standard objectives of the Standard SEARs¹:
 - "...achieve a better outcome by focusing the EIS on those issues that:*
 - cause the greatest impact;*
 - affect the most sensitive aspects of the environment; and*
 - area of greatest interest or concern to the community."*
- Design and outcomes are not final or are ambiguous and therefore **assessments of impact are incomplete**, and the **community's greatest concerns have not**

¹ <http://www.planning.nsw.gov.au/~media/Files/DPE/Other/critical-state-significant-infrastructure-standard-secretarys-environmental-assessment-requirements-SEARs-2015-12.ashx>

been addressed. This fails a further requirement: *“Information provided in the EIS must be sufficient to ensure that decision-makers, government regulators and government advisory agencies are **able to understand and assess a project and its impacts without seeking further information from the Proponent.**”*

- Further information is required from the Proponent to respond to particular requirements of the EIS (General Standard SEARs: section 1(p)) as there is:
 - no final design to respond to the EIS properly;
 - no complete compilation of impacts and
 - no quantitative treatment of uncertainty in transport modelling, noise, vibration nor resolution of congestion caused by the project
- There is no statement on the level of accuracy and reliability of the traffic modelling that is central to the supposed impacts or benefits of the Proposal. This is a critical omission and is contrary to the Secretary’s Environmental Assessments Requirements.
- The premise of the Proposal is that M4 and-M5 need linking when they are already linked by the M7, A6 and A3.
- The M4-M5 Link enables the expansion of the WestConnex network to include the Western Harbour Tunnel, Beaches Link and M6.
 - These motorway projects were not part of the WestConnex business case and are not priority projects in any State or Federal roads plan.
 - Nor are these projects State Significant Infrastructure and:
 - They should be removed from the EIS for this Proposal and
 - their respective proposals should be developed separately
 - The “cumulative scenario” used throughout the EIS needs to be removed as it presents benefits that are entirely fictional by assuming the completion of projects that have not begun planning and approval stages. To say that these projects form an (assumed) integrated road network is not a valid response. **Any project that assumes the imposition of works that amount to constructing an entirely new road system, at the metropolitan scale, cannot be realistically considered in a single EIS nor can a sensible response be produced within the word limit permitted.**
- The Proposal fails to meet its own primary objectives of providing a direct motorway connection between Western Sydney and Sydney Airport and Port Botany. Surface roads external to the Proposal, are required to be modified (at unbudgeted cost) to make this connection despite the fact that it was possible to achieve the objectives directly through the Proposal with adequate attention to design.
- The Rozelle interchange design is so large in scale, so irrelevant to the connection between the M4 and M5, so complex and yet so underspecified in the EIS that it needs to be removed from the Proposal and treated as another stage of the project with a separate EIS.
- Private sector investors in the Rozelle interchange are able to heavily modify and/or defer the Rozelle Interchange.

- How can respondents to the EIS anticipate what that outcome might be in order to provide an informed submission?
 - How can this part of the Proposal be approved without a final design?
- There is no reliable evidence presented (or available) that building motorways reduces traffic congestion over the long term. Results for 2033 in the EIS (Table 8-74) compare metropolitan daily VKT and VHT with and without the Proposal and the time and distance travelled on motorways or other roads is the same to within +/-5%
- Conversely there is ample evidence that constructing motorways induces congestion, local and global environmental impacts (Kenworthy *et al.* 1999; Duranton and Turner 2011; Seto *et al.* 2014). No major urban arterial road project, without carefully considered and implemented pricing signals, has succeeded in easing congestion for more than a few years. This is universally acknowledged in planning disciplines, and is replicated by the NSW Government's Future Transport website (<https://future.transport.nsw.gov.au/>). It has also been stated by the current Minister for Transport and the current Premier (during her time as Shadow Minister for Transport).
- The Proposal ignores:
 - Established urban transport economics (Hymel 2009; Duranton and Turner 2011)
 - Long-term trends *increasing* public transport utilization in Sydney, particularly along the main route of WestConnex.
 - Established, well cited literature that explains how projects such as the Proposal further entrench car dependency and only serve to increase transport energy use and expand the scale of congestion to a future date rather than address the fundamental dynamic (Kenworthy *et al.* 1999; Newman and Kenworthy 2006; Duranton and Turner 2011)
 - Basic contemporary good practice in land use and transport planning (Newman and Kenworthy 2006; Ewing and Cervero 2010).
- I am deeply concerned:
 - that control over the final expense of the overall WestConnex project is outside of government or public service officials, and
 - about the limited responsibility of Sydney Motorway Corporation and
 - that sale of WestConnex includes the right to design the roadway, with no statutory need to consider integration with surrounding environment, the cost of upgrading connecting roads or impacts on public health.
- The legal and governance framework for the Proposal and the wider WestConnex project is opaque, unavailable to public scrutiny and highly exposed to corruption as evidenced by a referral to the ICAC (October 10th 2017).

Recommendations

- Reject the Proposal as described in the EIS
- Separate the Rozelle interchange from the current EIS and submit a separate Proposal with a business case, community consultation and an EIS.
- Revert to the initial designs and intention of WestConnex – only the mainline tunnels designed to take freight off surface roads with a direct connection to Port Botany and Mascot
- Consider the proposals outlined in the City of Sydney's *WestConnex – Alternative Proposal* (16 June 2017) document available here:
http://www.cityofsydney.nsw.gov.au/_data/assets/pdf_file/0003/286158/12707-WestConnex-Alternative-proposal.pdf

Specific Objections

Alignment with strategic plans of NSW Transport and project need.....	5
Inadequate Transport modelling	7
Inadequate Representation of Transport Impacts	9
<i>No rigorous analysis of uncertainty</i>	11
<i>Ambiguous, biased and/or Imprecise presentation of results</i>	11
Negative Transport Outcomes.....	12
<i>Recommendations on the Rozelle Interchange</i>	14
Unacceptable Construction impacts	14
<i>Vibration and Noise</i>	16
Unacceptable Operational impacts.....	17
<i>Air quality</i>	17
Provision for Compensation.....	19
References used in this submission	20

Alignment with strategic plans of NSW Transport and project need

- The Proposal 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. Further analysis and information is required in the EIS to represent these alternatives to expanding the road network.
- The role and interdependency with public transport and freight rail is not sufficiently considered. The Proposal's business case outlines a mode shift *away* from public transport to the toll road as a benefit required to justify the Proposal economically.
- The Western Sydney Airport is due to commence construction in 2018 with completion in 2026. Demand for air travel in Sydney is set to double over the next 20 years. Further information should be provided demonstrating how (or whether) the Proposal caters for travel to the new airport and the likely lessening of demand to the current airport (used as justification for the Proposal).
- The scale of the WestConnex project, its longevity (assume 40-60 years) affect most of the population of the Sydney metropolitan area. The strategic transport modelling needs to have a scope at least of this scale and duration, include small area population modelling, and to present results, discuss impacts in detail over the lifetime of the proposed infrastructure.
- For a project of such scale and long-term influence, it is insufficient to present modelling with such a truncated future time series (< 8 years after opening).

- Related to the previous point: no alternative land use planning, employment locations or activity centres of the north west and south west of the metropolitan area are considered. Further analysis of growth in these areas is required to establish greater or lesser need for the Proposal.
- To the west there are the M7, A6 and A3 connections. There has been no modelling provided of whether with appropriate upgrades these connections might provide far more cost effective and time efficient connections, particularly given their alignments would service multiple demand corridors.
- Relating to the prior two points: the Proposal entrenches and expands existing connections but the EIS needs to demonstrate, with strategic transport modelling, that the Proposal has a significant advantage in benefit cost ratio and connectivity to alternative road expansions or upgrades.
- The Rozelle and Iron Cove interchanges are have no connection to the project objective of linking M4 East and New M5 (Part 3.3 of EIS) and should not be included in the Proposal. Existing motorways (Cross City Tunnel and Eastern Distributor) would provide suitable road capacity to avoid the city centre.
- The Proposal 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.
- Infrastructure Australia compared predicted and actual traffic levels and found that the assumed steady growth in traffic did not occur. In Sydney, urban congestion levels are growing at around one third of the forecast rate. (See Figure 1, below)

Figure 1 –Growth in Road Vehicle Kilometres Travelled 2001 - 2011

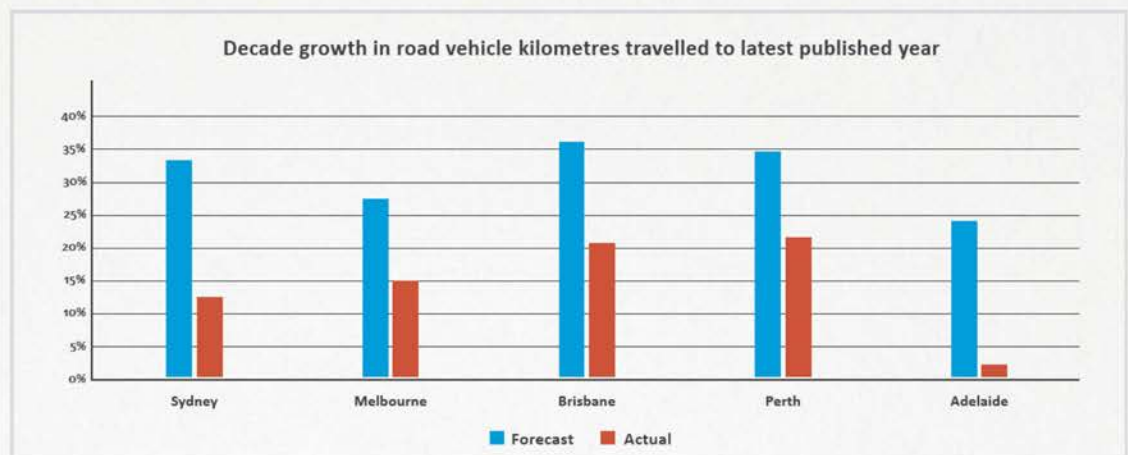


Table 3 (above): Road agency urban congestion growth forecasts for the decade to 2011-12 versus actual growth. Source: Infrastructure Australia analysis, using BITRE Working Paper 71 *Estimating Urban Traffic and Congestion Cost Trends for Australian Cities* (2007) and actual statistics for same reported by BITRE to 2011-12.

- A review of RMS traffic counts on numerous arterial routes within the 'sphere of influence' of the Proposal 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)

Inadequate Transport modelling

- The EIS (Section 3.2) does not set out the specific transport needs addressed by the Proposal but states additional road capacity is required to meet a projected increase in trips. It does not set out any trips, desire lines, demand corridors or growth that the WestConnex project is addressing. As a result it is not possible to assess the project's ability to meet those needs. Nor is it demonstrated that projections in growth in population and employment correlate to traffic demand increase along the Proposal.
- The strategic travel model used is "unconstrained": it assumes that as many vehicles wishing to enter a roadway can do so unimpeded. The model also assumes that all such unconstrained traffic travels at the posted speed limit, even where lanes merge and traffic enters or exits the motorway. This is unrealistic and underestimates the clear and existing congestion issues created where roads or lanes are merged. Results of this model form the main quantitative justification for the Proposal and they cannot be used to estimate transport impacts or benefits.
- The EIS provides no information on changes to traffic volumes entering the Sydney CBD due to the Proposal. As this is an obvious major destination for work trips, further information is required.
- The EIS narrowly defines congestion as 'traffic congestion' rather than delays to reliable and efficient access to human capital, goods and services that reduces economic activity and productivity. This results in an incorrect and misleading assessment.
- Table 8-75 "*Percentage change in daily travel distance, time and average speed by LGA in 2033*" shows such minimal differences in reduced travel time that this result would easily be within the bounds of uncertainty in the modeling (which are not specified in the EIS, and need to be). The same criticism is applicable to Table 8-73.
- Table 8-75: Travel times for Inner West are about links *through* the Inner West (mostly about Victoria Road and City West Link, not trips *within* the LGA) without any modeling of congestion north west of the Iron Cove link and without any consideration for the back-propagation of congestion from constraints at the

Harbour Bridge, the CBD (Bathurst St) and current or enlarged traffic light intersections on City West Link or between Iron Cove link and the Gladesville Bridge. This is inadequate and misleading.

- Apart from the Inner West results, the presented benefits for travel times (Table 8-75) are either statistically insignificant (<5%), ambiguous or are actually costs that contradict the purpose of the proposal to reduce congestion and surface traffic flows. Results for these LGAs do not adequately support the need for many billions of dollars of investment given the opportunity cost of that amount of money.
- The Cross-Harbour screen line (P8-110 to 8-111) is positioned too far to the North West to be relevant and does not represent heavy and constrained traffic flows between Gladesville Bridge and the proposed Iron Cove Link.
- Other screen lines intersect the new roads presented in the Proposal and the Cross-Harbour screenline needs to be consistent with this approach.
- The traffic modelling process used to develop the Proposal 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.
 - Westconnex traffic modelling relies on implausible traffic volumes that exceed the capacity of the road links and intersections at several key locations.
- 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.
- The modelling process incorporates a highly unusual definition of induced traffic (p.45 of Appendix H). Induced traffic should not include the increase in trips due population growth and land use changes as these are modelled elsewhere.
- 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.
- SMC has not released the traffic model and detailed analysis for independent unpaid peer review and scenario analysis. How can a submission, or the Department, assess the EIS if the modelling results cannot be validated or verified? Does the Department assume that the EIS is correct?
- 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.

- The EIS (including Appendix H) fails to provide traffic modelling outputs to assess impacts of the Proposal on CBD streets and intersections. Given the highly constrained and congested nature of the CBD, NSW Government policy focusses on reducing the number of cars in the CBD in favour of public transport, walking and cycling. The proponent should provide intersection performance results for the following intersections:
 - The ANZAC Bridge off-ramp to Allen Street/Botany Road
 - The Western Distributor off-ramp to Druiitt Street (buses)
 - The Western Distributor off-ramp to Bathurst Street
 - The Western Distributor off-ramp to King Street/Sussex Street
 - Gardeners Road and Botany Road
 - All intersections within the modelled area in the Sydney CBD
- Whilst chapters 10 and 12 of Appendix H show mid-block level of service at interfaces with interchanges and points within the tunnels, there is no information about other mid-block points such as the ANZAC Bridge. Part 8.3.3 of the EIS refers to increases in daily traffic forecasts on the Anzac Bridge/Western Distributor, particularly in the AM peak, as traffic accesses the M4-M5 Link and future forms of traffic or network management are intended. Information about the traffic forecasts for the Anzac Bridge/Western Distributor should be provided.

Inadequate Representation of Transport Impacts

- Inadequate assessment of local traffic connections to the city west link: either they have to close off / modify local roads like Catherine Street & Balmain Road, or toll-avoiding rat runs will occur. They can reduce connectivity or they can allow rat runs but they can't avoid both problems.
- 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)

According to the EIS (p27-23)

“Where the project would connect to the existing road network, increased congestion is forecast in parts of Mascot, along Frederick Street at Haberfield, Victoria Road north of Iron Cove Bridge, Johnston Street at Annandale and on the Western Distributor.”

- Figure 7-16 in Appendix H shows the convergence of 7 lanes of traffic city-bound onto the 4 lanes of Anzac bridge. The unconstrained traffic model does not

adequately represent the congestion this will cause city-bound through the proposed tunnel, on Victoria Rd or north west of the Iron Cove link.

- Figure 7-16 in Appendix H shows that the footprint of the Rozelle construction site overlaps with City west link and Lilyfield road. Given the quantity (>700/daily) and continuity (24/7 for 4 years) of heavy and light truck movements, the EIS needs to provide further information on the effect of the Rozelle construction site and tunnelling activities on:
 - Interruptions to traffic flows on City West Link and local roads. Table 8-47 Option A and Table 61 Option B show volume flows but not the effect of more than 20 large trucks carrying spoil, *every hour* (not just 7:30-8:30am), entering traffic on City West Link through “*a new temporary signalized intersection*” (p8-53 of the EIS).
 - Subsequent diversion of traffic either by planned detours or modelled ‘rat-runs’ taken to avoid delays or cessation of service on the City West Link
- 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.
- The strategic model (whole system) inputs traffic volumes that simply cannot be accommodated in the road interchanges and feeder routes. Because of the dimensions of vehicles, number of lanes and length of lanes, it is physically impossible to fit that amount of traffic on a road. Please provide vehicle density in vehicles/m of lane during peak hour.
- 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.
- The modelling shows the motorway exceeds reasonable operating limits in the peak in less than ten years. **What is the numerate expectation for operational performance and impact over the lifetime of the infrastructure noting that this sort of measure is an ambition of the project with regard to an Infrastructure Sustainability Council of Australia rating for the Proposal.**
- 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.

No rigorous analysis of uncertainty

While the analysis considers several scenarios, there is no numerate expression of uncertainty in the:

- Strategic or detailed transport modeling (both of which remain unavailable to public or academic scrutiny)
- the estimations of noise and
- estimations of vibration impacts on people or buildings (there is only consideration of possible cosmetic damage and responses to mitigate or repair that)

Ambiguous, biased and/or Imprecise presentation of results

- Presentation of results are not balanced. They amplify the benefits of the Proposal and systematically avoid giving numerate detail on impacts. For example:
 - For the *Cross-harbour Screenline - Average weekday traffic analysis* on p8-113 there is ample detailed discussion of exact % increases in traffic flow under with/without project scenarios but the most important section for designing road capacity, **Peak hour analysis**, is given only a few words without any numerate quantification of what the authors interpret as “*similar to those forecast for AWT*” or the “*minor*” impact:

“The changes in peak hour volumes at the cross-harbour screenline indicate project impacts on peak hour traffic volumes similar to those forecast for AWT, with only minor changes in traffic volume crossing the harbour on the Gladesville Bridge, the Sydney Harbour Bridge and the Sydney Harbour Tunnel in the ‘with project’ scenario.” P 8-114

- In the Executive Summary of Appendix H (p xxix - xxx) the EIS states several benefits of the Proposal but makes no mention of the numerous negative transport outcomes – see the section **Negative Transport Outcomes** later in this submission.
- Again in the Executive Summary of Appendix H (p xxx) of the EIS: “*There are significant reductions in forecast daily traffic volumes along Victoria Road (south of the proposed Iron Cove Link)*”. An analysis of north bound traffic from the Iron Cove link is difficult to find but there is one sentence in section 12.5.6 of Appendix H that concedes: “*However, with the combination of the increase in demand to Victoria Road and the congestion on Victoria Road to the north causing traffic to queue back*

along Victoria Road, outbound bus journey times are forecast to increase during the AM peak hour.” Presumably this congestion affects more than buses but the statements about reduced travel times with the pervasive caveat, “south of the proposed Iron Cove Link” are, at best, disingenuous.

- The EIS provides traffic projections for the ‘With Project’ scenario and ‘cumulative’ scenario (which in addition to links in the ‘With Project’ scenario includes the Beaches Link and F6 motorway connections), but when referencing the traffic benefits/impacts in the early sections, the EIS appears to cite the ‘with project’ scenario rather than Cumulative Scenario. It is unclear which scenarios the Business Case best reflects.
- Section 8.3.3 presents traffic volumes on selected roads and aggregate numbers when the minimum analysis required to respond to the SEARs would require comprehensive results for all affected roads with estimates of uncertainty expressed in tables and detailed maps.
- Table 5-74 in Appendix J *Overview of NML exceedances – Rozelle*, is not consistent with the preceding data detailed Tables 5-69 to 5-73.
- Figure 5-20 in Appendix J is about noise impacts at night but it presents data on unaffected receivers that is irrelevant and minimizes the presentation of hundreds of affected receivers.
- There is no equivalent to Table 5-68 on p171 of Appendix J for tunneling activities. Further information is required.

Negative Transport Outcomes

- The Proposal 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 Proposal.
- The key intersection performance tables in Appendix H (p258 St Peters and p248 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:
 - 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
- **The Proposal will worsen bus performance and reliability**
 - Road congestion is reducing bus performance and reliability

- The EIS says traffic on ANZAC Bridge will increase by 2023 (p.8-103).
 - Traffic modelling shows bus times will be slower into the city in the morning (p.3-19).
 - The EIS identifies capacity constraints on ANZAC Bridge (p3-19). This project will place more traffic onto the ANZAC Bridge.
- The analysis in the EIS shows Anzac Bridge/Western Distributor is currently at or close to capacity, particularly in the AM peak where existing operational and geometric features of the road network limit the capacity. The EIS notes that under all scenarios the Proposal will generate significant additional traffic on these links, requiring major and costly additional motorway infrastructure to the CBD. This is despite the fact that the NSW Government recognises that there is no capacity to accommodate additional car trips to the CBD and all its policies aim to allocate more street space to public transport, walking and cycling. The EIS must assess and identify any upgrades that the Proposal will cause or require. (Appendix H p. xxxiii)
- The EIS notes that the Proposal would cause additional traffic congestion on a number of key roads including: Gardeners Road and Bourke Road in the south, Frederick Street (Ashfield), Johnston Street (Annandale) and numerous streets in Mascot (p.8-103). The EIS must assess and identify any upgrades that the Project will require.
- In Fig 2-5 of M4-M5 EIS Vol 2A Appendix A on p13, a combined 10 lanes of traffic is proposed to connect to the 7 lanes on the Iron Cove bridges and thence to the 6 lanes of Victoria Road between Iron Cove to Huntley's Point. Logically, more lanes of traffic feeding into existing constraints creates congestion that will back-propagate through the immediate network including the main line tunnels of the Proposal.
- The Proposal does not adequately enumerate the quantity of congestion it admits it will create to compare with the scenarios without the Proposal. Further analysis is required for effects of the Proposal for all intersections (with or without traffic lights) in the study area. Any congestion on exits from tunnels has the capacity to negate all travel time savings to the exit point (especially given the small predicted benefits.), elevate noise and pollution impacts and affect the wider road network. Further information is required to model these effects in particular.
- Fig 2-2 in Appendix H shows a traffic light intersection at the junction of the Crescent and City West Link. The EIS needs to provide more information on the release of vehicles from this intersection, and time delay for east bound traffic, with particular attention to the additional effect of the tunnel portals immediately after this intersection. If this is worse than the current performance of this intersection, it would be reasonable to conclude that more congestion would be created by this larger intersection and delays would back-propagate along the City West link. More information is required.

Recommendations on the Rozelle Interchange

- Reject the Rozelle Interchange as excessive in: size; number of connecting tunnels; impact on immediate and distal road network and; impact on morbidity to local residents.
- Remove all indicative or conceptual drawings (tunnels, portals etc.) related to the West Harbour tunnel from the Proposal's design and EIS and the approval process. In particular there is no logic to give users of the West Harbour tunnel an option to exit on the City West Link directing more traffic onto the already congested ANZAC bridge.
- There is no need to have tunnel connections (north or south bound) between the Iron Cove Link and both the City West Link AND the main line tunnels. Tunnels need only connect the Iron Cove link and the mainline tunnels. The Iron Cove link and all related impact issues need not exist at all – see below
- As the section of road between Iron Cove and Gladesville Bridge is already congested during the AM peak, in both directions, and expected to have greater volumes in the future, **why not place the tunnel portals at Huntley's Point where there are 9 existing lanes and land available to create tunnel portals** (and where most traffic is coming from/going to)? There is no need for the tunnel portal at Iron Cove Link to so obviously feed into a constraint and logically create more congestion *the day that it is operational* (getting worse as traffic volumes increase to 2023 and 2031).
- Additionally/alternatively, why not match lanes and traffic volumes more realistically, and encourage more users of a tunnel at the Iron Cove link by **reducing the number of surface lanes of Victoria Road through Rozelle** – bringing back off-peak on-street parking to genuinely attempt urban renewal. This has already been done on Epping Road in conjunction with the Lane Cove Tunnel and would reduce the land area of the project and compulsory acquisitions near King George's Park.

Unacceptable Construction impacts

- More than 450 receivers including no less than 5 childcare centres and a primary school will be subject to 24 hours, 7 days a week underground noise and vibration. This could be amplified by the cumulative effect of other concurrent projects.
- More than 500 daily truck movements carrying spoil from the Rozelle Construction site C5, alone, means at least one truck every 3 minutes continuously 24/7 for 4 years (see Table 8-42) – not including an additional 200 more light truck movements.

- Unacceptable exposure to dust and PM₁₀ particles:
 - In Table 9-18 of the EIS, data indicates **there will be greater than 39,000 highly sensitive receivers to dust soiling** from demolition, earthworks or construction.
 - On p9-46 to 9-47 the EIS states that: *"All non-residential sensitive receptor locations were considered as having equal sensitivity to residential locations for the purposes of this assessment."* Given there are two high school campuses, a primary school and multiple day-care centres exposed, this is not a valid assumption
- The above 3 main points underline the excessive scale of the project and, even for relatively distal receivers, the repetition and continuity of this activity will have a significant and unacceptable impact on property and health, especially on children and alarmingly on early childhood development.
- There is a substantial Conservation area and a large number of heritage houses in the Rozelle interchange construction zone (refer to the Inner West Local Environment Plan Heritage maps²). The mitigation of greater-than-cosmetic damage due to vibration and other construction impacts 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.
- The EIS states that *"Parking of construction related vehicles in adjacent roads would occur"* p 8-44. For a project of this scale, vastly more detailed information is required on the number and type of 'construction related vehicles' that residents should expect parked on local roads.
- 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 for a lack of action.
- The EIS states that spoil handling at the Pyrmont Bridge Road Tunnel Site (C9) will "occur 24 hours a day, seven days a week" for about four years. Given the land use surrounding the site is dense residential, what mitigation measures will be used to control noise, light spill, etc. outside normal business hours? Have alternative living arrangements and/or compensation been considered? (P 8-55)
- The EIS focusses on the impact of construction traffic during commuter peak-hours. Given the EIS notes that construction-related vehicles will be limited during peak-hours, information should be provided on the impact of construction-related vehicles when both traffic volumes are higher – in particular during weekday lunch peak and Saturday lunch peak for sites like the

² <https://www.innerwest.nsw.gov.au/development-works/planning-controls/leps>

Rozelle Tunnel Site Pyrmont Bridge Road Tunnel Site where operations are proposed 24/7. (Tables 8-46, 8-47, 8-48, 8-51, 8-52, 8-53).

Vibration and Noise

Cumulative effect of multiple tunnels being constructed under residential properties and sensitive receivers has not been assessed adequately – it is only mentioned as having possible effect in Appendix J, although on p26-21 of the main EIS report it states:

- The EIS states: *“Tunnelling works activities for the M4-M5 Link and the proposed future Western Harbour Tunnel project may be carried out simultaneously. Cumulative construction noise impacts may be apparent during out-of- hours works periods where cumulative impacts are predicted to result in NML exceedances of up to **20 dBA during the night - time period.**”* How many receivers, and for how long they experience this is not assessed.
- The proposed C6 construction site in Figure 8-8 is so close to The Crescent Early Learning Centre that it would render that business defunct – refer also to impacts on childcare in Table 5-76 of Appendix J. Subsequently, this affects young families in an area that is already under-capacity in childcare.
- Tables 5-69 to 5-73 of Appendix J show **more than 1000 receivers of construction noise exceeding the NML by > 20dBa in Rozelle.**
- Table 5-86 of Appendix J shows that the number of buildings within minimum working distance for highest vibration plant item and the human response will be zero at Rozelle. This cannot be the case
 - Based on tunnel depths stated in the EIS, the slant distance to (multiple overlapping) tunnels, for several thousand properties and people, will be less than the *“Recommended minimum working distances for vibration intensive plant”* in Table 4-12 of Appendix J.
 - It is also noted on p 47 of Appendix J, that *“While the ground dampening characteristics may vary between the ground types likely to be found in the study area (understood to largely comprise sandstone and shale), this is **expected to have negligible effect on the vibration predicted at the relatively short distances to the nearest receivers.**”*
 - Analysis and data in Table 5-86 is in error unless no vibration intensive plant is to be used in tunneling activity, or *all* tunneling is > 100 m in slant distance from people and property, both of which are not the case. Table 5-86 is further challenged by statements in the EIS regarding noise that is highly likely to be accompanied by vibration:
 - At p275 of Appendix J the EIS states: *“where the tunnel ramps climb to meet City West Link at ground elevation, 225 receivers above this section are predicted to experience ground-borne noise levels above the night-time criteria. Ground-borne noise levels up to around 45 dBA LAeq(15minute) are predicted when tunnelling equipment is located at the shortest distance to the receiver. Based on a progression rate of 20 metres per week, the most affected receivers are likely to experience noise levels above the night-time criterion for up to around 19 days for each roadheader. Due to the number of tunnels being constructed in this area the duration of impacts may extend in these locations due to consecutive construction works..”*

- On p203 of Appendix J it states: *"The assessment presented in Table 5-86 indicates the proposed surface works using a large rockbreaker may result in a significant number of receivers (around 345) within the nominated minimum working distance for human comfort vibration".* This is unacceptably high.

Unacceptable Operational impacts

- The EIS does not adequately account for impacts on health and air quality.
- The EIS identifies an additional 4 unfiltered ventilation stacks to be constructed in the Rozelle area, grossly endangering quality of life and dangerously increasing morbidity
- Local surface roads will be widened and traffic volumes will increase. This has not been adequately represented in the EIS
- **There is no assessment of the compound noise and vibration effect of multiple tunnels operating under the same property** (or properties). Dampening is expected to be inadequate for receiver during operation (p47 Appendix J).
- Table 6-4 in Appendix J of the EIS (p294) shows that there will be > 400 receivers of excessive noise in the operational phase under all scenarios.

Air quality

In Table 28-6 *Environmental risk analysis of key issues includes for air quality of the EIS* the following key impact is identified:

"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."

The response is:

"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 management of a critical risk - air quality. It defers the management of poor air quality due to an increase in traffic volume to a hopeful statement about future technology or standards without analysis or basis in fact.
- The height of Ventilation outlet L at the Iron Cove ventilation facility Rozelle listed in Table 9-10 is 20m. The height of the ventilation stack relative to ground level is intended to disperse pollution from a point source (the exit point of the stack), yet the ground elevation of nearby Rozelle Public School is **at the same elevation** as the top of the proposed stack on Victoria Rd. This can be verified with elevation data and can be seen in Fig 2-5 of M4-M5 EIS Vol 2A Appendix A on p13. Either the **pollution from the currently designed stack is effectively**

received by children at their ground level, <200 meters away, or it would have to be 70+m in height, requiring a substantially different stack.

- Inadequate information about the use of meteorological data and particularly modelling of wind direction:
 - In Appendix H there are statements about the use of meteorological data and the choice of a particular weather station: Canterbury 066194. There is little information shown about what data from that weather station is used or how.
 - From data available at the Bureau of Meteorology here³ seasonal average 9AM wind direction can be shown to have a particular bias as coming from the North West and Westerly directions (Figure 1).
 - At the time that the tunnels in the Rozelle Interchange would be most congested (morning peak hour), producing the most emissions, the usual prevailing wind direction is toward the Rozelle Public School and kindergarten (**from** the West or North West).

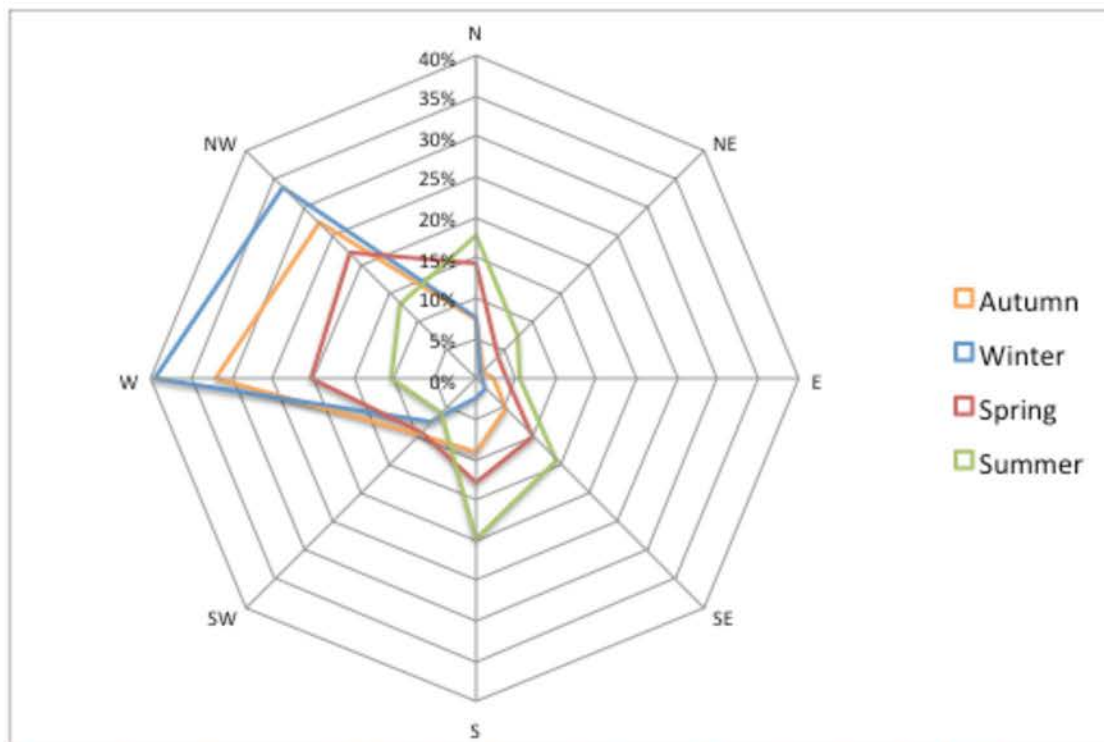


Figure 1: Seasonal average wind direction showing incidence of direction of wind, at 9AM by season (summed over all wind speeds) for Bureau of Meteorology station: Canterbury 066194.

- Concentrations of some pollutants PM2.5 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.

³ http://www.bom.gov.au/climate/averages/tables/cw_066194.shtml

- The modelling for air quality is based on the traffic modelling, which, as referred to above, is 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
- The St Peters and Rozelle interchanges are of particular concern. 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 is complicated by emissions stacks located in the Interchange – whereby pollution from the interchange is supercharged by the emissions from the stacks.
- The Rozelle interchange has an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. The interchange has steep and long climbs, increasing emissions concentrations, which will then be pumped into the surrounding area. The modelling does not account for stop-start conditions. However, the EIS shows significant traffic volumes heading 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. The existing M5 in peak conditions may provide a more realistic base line.

Provision for Compensation

Could you please respond explicitly to the following concerns that have not been costed and included in the Business Case or the EIS for the Proposal:

- Impact on property values
- Relocation due to construction or foreseeable impacts of operation
- costs of noise during construction
- loss of business

Furthermore, the proponents of the Proposal are now aware of dozens of cases of dwellings and people afflicted by noise and vibration from tunnelling⁴ (in contradiction to expectations in the corresponding EIS).

In the event that the Proposal is approved, and adverse construction and/or operational impacts claimed in this or any other submission, turn out to be the case, the RMS, Sydney Motor Corporation or the Department shall provide details of the exact conditions and provisions for compensation and how they might be accessed by residents and business owners.

⁴ <http://www.dailytelegraph.com.au/newslocal/inner-west/westconnex-offers-white-noise-machines-to-drown-out-tunnelling-noise/news-story/b02ff328413409a7650783a297f8b3ee>

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From: [REDACTED]
Sent: Sun, 15 Oct 2017 11:35:17 +0000
To: [REDACTED]
Subject: FW: Submission Details for Timothy Baynes (object)

From: system@accelo.com On Behalf Of Timothy Baynes
Sent: Sunday, 15 October 2017 10:35:07 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Timothy Baynes (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Timothy Baynes
[REDACTED]

[REDACTED]

Lilyfield, NSW
2040

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.

[REDACTED]
 Submission: Online Submission from Timothy Baynes (object)
https://majorprojects.accelo.com/?action=view_activity&id=227816

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: 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 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 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.

Why bring anymore cars into this area. It will kill Newtown and King Street. Put money into public transport. 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]
Sent: [REDACTED]
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 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. This has not occurred and the EIS is woefully inadequate in addressing the SEARS. NSW Planning should recommend to the NSW government an independent review of WestConnex before more billions are spent and more residents' lives are further 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 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 beign 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]

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Please reply to [REDACTED]

at [REDACTED]

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Attention Director Application Number: SSI 7485 Application 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 / delete (cross out or circle) 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:

- ✚ 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 ?
- ✚ 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.
- ✚ 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.
- ✚ It is 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.
- ✚ 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.
- ✚ 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 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.
- ✚ 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 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.
- ✚ 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.

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: [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 volume of extra heavy traffic in the Rozelle area and the acknowledged impact this will have on local roads is completely unacceptable to me.
- 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.
- 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 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)

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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	Name: [REDACTED]	
	Signature: [REDACTED]	
	<i>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.</i>	
	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

- I. 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.
- II. 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.
- III. 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.
- IV. 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.
- V. 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?
- VI. 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.
- VII. 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.
- VIII. 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.
- IX. 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.
- X. 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.

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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:..... code.....

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 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 assuming journey time shifting when mode shifting is more likely.
- ✦ The modelling does not consider the latest plans from the NSW Government's Greater Sydney Commission despite them being released nine months ago.
- ✦ I object to the whole project because the people of Western Sydney were not consulted about where they wanted new roads or what transport they prefer. The WestConnex project with the tolls we will have to pay was just dumped on us, there was no consultation about our needs.
- ✦ 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.

- ✦ 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)
- ✦ 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 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)

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:

1. *The heritage impacts of WestCONnex Stage 3 need to be seen in the light of the appalling wholesale destruction that has already taken place in St Peters and Haberfield. Scores of houses and industrial buildings were torn down for tollways that will not solve traffic congestions. Always the cost of destruction is undervalued and the benefits of WestCONnex promoted. Whenever WestCONnex wants to tear down buildings or put them at risk it is backed by the EIS evaluation. This is not objective and it is not in the public interest.*
2. *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.*
3. *The EIS claims to have saved Blackmore Park and Easton Park, Rozelle, 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. *There has never been any proper assessment of the cumulative impacts on heritage of the WestCONnex project. The loss of heritage in Concord, Haberfield and St Peters has been on a*
- large scale and now the Stage 3 EIS shows that the M4/M5 tunnel would further add to this loss.*
5. *Heritage items - Camperdown. The EIS also acknowledges that the use of a rock-breaker at the outer extents of the project footprint will affect 73 residences, with five heritage items identified as having the potential to be within the 'minimum safe working distance'. While some mitigation 'considered', it is not mandated and the requirement to mitigate is limited to 'where feasible and reasonable'. The mitigation proposed seems in any event to comprise letter-boxing residents about the likely impacts! The protection of heritage items should be mandated, not just considered and there should be a strict requirement to protect such heritage items.*
6. *I object to the assessment of the removal of buildings, other rail infrastructure and vegetation on the Rozelle Railway Yards being done in advance of this EIS. The RMS environmental assessment process is not publicly accountable. These works were part of the WestConnex project and should have been assessed as part of Stage 3.*

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:.....

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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 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.
- 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.
- 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.
- 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.
- 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.
- 371 homes and hundreds of residences near the Darley Rd construction site will be affected by noise sufficient to cause sleep disturbance. The EIS promises negotiation over mitigation on a one by one basis. This is not acceptable to me. On other projects those with less bargaining power or social networks have been left more exposed. There is no certainty in any case that additional measures would be taken or be effective. This is another unacceptable impact of this project and reason why it should be opposed.
- I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.

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:.....

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Submission to:

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

Attn: Director – Transport
 Assessments

Application Number: SSI 7485

Application Name:
 WestConnex M4-M5 Link

- 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
- 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.
- 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.
- 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.

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 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 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)
- ◆ 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.
- ◆ Out of hours work - Pyrmont Bridge Road site - 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, XV) 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 feasible to limit the use of the road profiler. This represents an inadequate response to managing these severe noise impacts for residents.
- ◆ Targets for renewable energy and offsets are unclear
- ◆ Noise from trucks entering and exiting the site - Pyrmont Bridge Road site - 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
- ◆ Increased traffic on Bridge Road, Wattle Street and the Western Distributor will reduce the amenity and value of the investment in the renewal of the Fish Markets and renewal of the Bays Market District
- ◆ Despite the promise of the WestConnex business case, Parramatta Road remains a barrier to urban revitalisation. There is no discussion of this commitment in the EIS.

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: [REDACTED]

Signature: [REDACTED]

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: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

2/9/17

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 (Ch X, p y), 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.

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 high tolls are set to increase for decades by the CPI or by 4% a year, whichever is higher. When inflation is low and wages are not even keeping up with low inflation this is outrageous. And it is not as if the commuters or workers of western Sydney have a real alternative in public transport. This is just gouging western Sydney road users to make the road attractive to a buyer
- 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 admits 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 chose to drive on Parramatta rd not the new M4 with the new tolls. This is unfair.
- Whilst chapters 10 and 12 of Appendix H show mid-block level of service at interfaces with interchanges and points within the tunnels, there is no information about other mid-block points such as the ANZAC Bridge. Part 8.3.3 of the EIS

refers to increases in daily traffic forecasts on the Anzac Bridge/Western Distributor, particularly in the AM peak, as traffic accesses the M4-M5 Link and future forms of traffic or network management are intended. Information about the traffic forecasts for the Anzac Bridge/Western Distributor should be provided.

- 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?
- I object to the way this project is hailed by the Minister for Western Sydney Stuart Ayres for the benefit of western Sydney when hardly any parts of Sydney west of Parramatta are even mentioned in the EIS. This is deliberately misleading. 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.
- 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.

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: <div></div>
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:

- I. The EIS should not be approved as it does not contain any certainty for residents as to what is proposed. 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 for 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.
- II. 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.
- III. 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.
- IV. 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.

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 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 notes that the Project would cause additional traffic congestion on a number of key roads including: Gardeners Road and Bourke Road in the south, Frederick Street (Ashfield), Johnston Street (Annandale) and numerous streets in Mascot (p.8-103). The EIS must assess and identify any upgrades that the Project will require.
- ❖ The EIS admits that impacts 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.
- ❖ The proponent does not consider the impact of the Sydney Metro West. This project will have a significant impact on travel behaviour (and specifically mode share).
- ❖ The EIS admits 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 chose to drive on Parramatta rd not the new M4 with the new tolls. This is unfair.
- ❖ The modelling shows severe traffic levels and increased congestion on Johnston St, and The Crescent (+80% ADT).
- ❖ In order to make the model work, traffic that exceeds the free flow capacity of the network was reassigned to hours outside of the peak – i.e. the model assumes people shift the time they travel. However, the potential of shifting journey times to reduce overall traffic demand is not considered.
- ❖ The traffic modelling approach applied in the EIS is commonly used in NSW. This approach has proven to be flawed. Infrastructure Australia compared predicted and actual traffic levels and found that the assumed steady growth in traffic did not occur. In Sydney, urban congestion levels are growing at around one third of the forecast rate. (See Figure 1, below)
- ❖ The high tolls are set to increase for decades by the CPI or by 4% a year, whichever is higher. When inflation is low and wages are not even keeping up with low inflation this is outrageous. And it is not as if the commuters or workers of western

Submission from:	Submission to:
Name:....	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature:.....	Attn: Director – Transport Assessments
Please <u>include</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
Address:	Application Name: WestConnex M4-M5 Link
Suburb.....Postcode....	

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**

- *I 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.*
- *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.*
- *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)*
- *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.*
- *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.*

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: [REDACTED]		
	Signature: [REDACTED]		
	Please <u>include</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.		
	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

- ❖ 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

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]
Sent: [REDACTED]
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 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 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.

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.

I also urge the Secretary to inform us why the Haberfield smoke stack is not filtered.

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]
Sent: [REDACTED]
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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We are long term residents of Alexandria. We strongly object to Westconnex M4M5 links. We are very concerned about the amount of noise and pollution this will bring to our area. We believe that City Sydney Council has a much better plan. I also will submit the following;

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 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)

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.

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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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[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

We are long term residents of Alexandria. When we came here it was very much a poor area with a lot of industry. We have all struggle to fix up our houses and make the area liveable.

Now we feel like we are all being pushed out by the big developers. And they will be long gone when all their works start to fall to pieces. Then it will fall back into a slum.

We don't want Westconnex.....or all the development that is going on. Where the hell are all these people coming from?

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 submitter.

From:
Sent:
To:
Subject:

Private submission to maintain current community amenity and query the WestConnex New M4/M5 EIS, project number SSI 16_7485

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

Submission questioning the public good of the 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.

It is not too late to step back from this proposal and act in the public interest. The inner west is a liveable, community oriented part of Sydney with many families, schools, parks and native animals. Small business owners help to create welcoming, people focused neighbourhoods. All of this will be overshadowed by structures such as the proposed Rozelle Interchange.

Sydney is a quality city to live in and which deserves solutions based on a positive future of the city. The current will create traffic congestion that future governments will have to fix in the not too distant future.

I urge those responsible for planning to picture the problems flagged by the EIS, such as traffic congestion on the City West Link, Johnston St, the Crescent, Catherine St and Ross St and ask whether this is the legacy you want to leave current and future generations?

Rather than unfiltered exhaust stacks and dive sites near school playgrounds, retirement villages and public parks, imagine more parking near outlying train stations and public transport that brings people in a streamlined way into the city for work. There are more creative options that will really keep Sydney moving. The current WestConnex proposal will bring Sydney to a standstill.

There are multiple flaws in the EIS, eg inaccurate traffic analysis. I urge the Minister of Planning to set a standard of ethical decision making that re-establishes public faith in the NSW government.

Please declare a moratorium on the current EIS and work with the community and urban design professionals to find liveable and open minded solutions that attract world class attention because they keep Sydney people, family and future generation friendly.

The scale of the project is having a massive impact on the health of children, working parents and grandparents along the propose route. Essential service workers like teachers, nurses and others won't benefit from the traffic congestion caused by construction and nor when the proposed developments are completed.

When voters go to the polls, they vote for representatives to make their lives better and to use public funds wisely. The M4/M5 EIS fails to meet both of these standards.

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,

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From: [REDACTED]
Sent: [REDACTED]
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 local resident of the inner west and a person who is required to travel across Sydney for work, I believe the current program will led to reduced accessibility of the city for most leding to growing inequality.

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 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.

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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]

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From: [REDACTED]
Sent: [REDACTED]
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 strongly object to this proposal in its entirety.

It is a short sighted strategy to resolve the infrastructure needs into the future of Sydney's growing population. WestConnex is at total odds with the Smart Cities and Suburbs initiative which aims to build a better, more liveable city in as little as 20 years.

I urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below, listing concerns also shared by the local community.

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.

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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,

[Redacted signature]

From:
Sent:
To:
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 very concerned that the amount of evidence collected from various entities and councils such as the city of sydney is being ignored.

Expert evidence and opinion has been ignored and there is not evidence-based decision making on this project.

In fact, the overwhelming evidence from experts suggest this project will ruin Sydney and increase the congestion.

So why are you going ahead with it? Where is the evidence that this is great for Sydney and will facilitate movement.

There is also evidence in the latest Census that suggests that car ownership has been on a steady decline for some time, so why are we not planning more for public transport?

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 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 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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From:
Sent:
To:
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 this proposal in the strongest possible terms. WestConnex is a deeply flawed project that has been beset by mismanagement and outright corruption from the outset. The project will do nothing to improve Sydney's transport crisis, and will negatively impact several communities, and the natural environment.

Specifically, I 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 in the strongest possible terms 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. Furthermore, 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 and that all work should be suspended immediately pending the outcome of ICAC's investigation.

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, are moot.

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. To not make the report public is unconscionable and only serves to perpetuate the widely held belief in the community that this government, and the SMC, are corrupt.

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. This is thoroughly unacceptable. 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 Lik), 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 beyond 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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[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.

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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.

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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.

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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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From: [REDACTED]
Sent: [REDACTED]
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.

HEY CHRONIES!!! STOP WASTING TAXPAYER'S MONEY!!!!

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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 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]

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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 submitter.

From:
Sent:
To:
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.

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From:
Sent:
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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.

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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.

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. We have witnessed at Beverly Hills the solving the so called "pinch point" at King Georges Rd at KGRU is just the same car park. 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 have witnessed already on the M4 between Parramatta Rd and Homebush of the local road traffic jam (predicted) when the tolls were reintroduced. Given “taking vehicles off local roads” was a key objective, it is absurd to consider WestConnex as a transport plan, rather a sham designed to enrich the pockets of Transurban and Leightons et al.

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. We witnessed this on a daily basis at Beverly Hills with the final insult that the “urban repair” gave priority to the motorists over that of the community. Further, the failure to deliver many aspects such as the ‘feature noise wall’ and maintaining the landscape for 12 months. Its virtually dead now from lack of watering. 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.

I object to a project where sub-contractors disregard Conditions of Approval.

I object to a project that exposes residents to the full financial risk of repairing their own properties, damaged by vibrations and / or changed soil moisture content.

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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From: [REDACTED]
Sent: [REDACTED]
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 wish to take this opportunity to strongly object to this proposal and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. The following are not adequately addressed in the EIS and should be before the proposal goes ahead. Billions of dollars have already been spent on this project, and before more money is thrown away an independent review of the project should be undertaken.

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.

How can this project be given the green light when 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. As the EIS points out rat running in suburban streets will increase therefore reducing the liveability of the area. What is the government doing to prevent this from happening?

Why also should unfiltered pollution stacks be built anywhere in Sydney? As there will be 3 in this area it beggars belief that they will not be filtered. Particularly as they are near schools.

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. I use the intersection at James Street and the City West link regularly and it always has queues at the traffic lights. Access by Norton Street, is already at capacity and there funnelling traffic through here while construction is happening will be a disaster. Traffic will be queued up not just on Norton Street but also the West Link back to Ashfield as it's a horrendous drive at the moment and will only be made worse if this goes ahead.

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 a gross maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. Why do private operators get compensated yet home owners only get the current 'market' value for their properties, not what they would be worth in the future. 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.

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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)

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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 a Haberfield resident and along with my fellow Ashfield residents we are being given the option of 2 bad choices for construction: Option A or Option B, both of which will have severe impacts on the community. During the Stage one consultation phase, we were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that we 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.

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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.

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SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

To summarise my objection:

- increased congestion
- increased health risk to all
- dodgy back room deals
- no legitimate consultation with the community
- no innovation

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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. Parramatta rd is going to more congested.

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. The public consultation was tokenistic at best with

the proponents SMC only going through the motions and heard to say things like "I'm glad that's over" when leaving. Also most of the "consultants" or placement managers were discussing topics with the public that were beyond their expertise, none of them were engineers and they only admitted to this when challenged. There were only a few engineers at each consultation session and not always ones there with the skill on the subject for discussion.

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. The proponents SMC/Westconnex are employing people that worked for Aecom, the very company that has faced massive penalties for exaggerating proposed tollroad traffic figures, how can the public of NSW trust these people. Adam Garland also joined RMS in July 2014 in the role of Senior Engineer Tunnel Technology. Adam has road tunnel ventilation analysis experience from his time in consultancy with both Hyder and Aecom. He leads the development of tunnel ventilation requirements on behalf of RMS and is a Member of the Institute of Engineers Australia.

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 Application Number: SSI 7485 Application 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 / delete (cross out or circle) 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:

- This EIS provides no basis on which to approve such a complex project including the building of interchanges underneath Sydney suburbs Rozelle and Leichhardt. It would be absurd to approve the building of up to three tunnels under people's homes on the basis of such flimsy information.
- 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.
- 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.
- Increased traffic congestion in areas around portals will increase pollution along roadsides, with predicted adverse impacts on breathing and through long-term carcinogenic effects. The maps and analysis of the pollution effects in the EIS should be presented in a way that enables them to be understood by ordinary citizens. Instead information is presented in a way that is deliberately obscure and hard to interpret.
- 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.
- 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 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.
- There has been no 'meaningful' consultation with the community. Some areas affected by M3/M5 have not even been letterboxed by SMC. These include St Peters and sections of Erskineville. The SMC received hundreds of submissions on its concept design and failed to respond to any of these before lodging this EIS.
- Unfiltered stacks anywhere in Sydney are not unacceptable. There must be a review of the NSW government's unacceptable policy on this issue. I am appalled that the ex Minister for Planning Rob Stokes who approved the New M5 and unfiltered stacks in St Peters and Haberfield would declare that he would not have them in his own area. How can residents have any trust in a process that is underpinned by such hypocrisy.
- 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.

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

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 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 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 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.
- ✦ The Darley Road site should be rejected because it involves acquiring Dan Murphy's. This business was rennovated and opened with full knowledge that it was to be acquired. The lessee and sub-lessees should not be

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Signature:.....

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Suburb: Postcode.....

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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Link

I Also object to the way consultation with the public has taken place. The information supplied by the proponents has been inaccurate & misleading many times with different placement officers giving different answers to the same questions. The information is not independent of bias.

The methods of determining a business plan depends on other branches that are not approved or funded which makes the current plan invalid.

The system selected for air exhaust is being touted as "world's best practice" & yet in other countries exhaust from road tunnels are filtered so how can that statement be true.

I object to Westconnex being built in any form.

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Signature: [REDACTED]

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Declaration: I

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 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.
- ✦ 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.
- ✦ 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.
- ✦ 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.
- ✦ 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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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.

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Application Number: SSI 7485

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Link

- ✦ 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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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 / 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:

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

- 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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Name _____ Email _____ Mobile _____

[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

The business case for westconnex as a whole and for the M4-M5 link is totally inadequate and does not take into consideration the design changes forced upon the proponents by a lack of forward planning.

The business case also relies on sections of road not yet costed, planned or approved. The massive disruption to residents lives throughout the M4 East and M5 construction programs for westconnex shows a total misunderstanding and lack of control of the build which has lead to poor outcomes in health and safety.

That objections to the EIS for both the M4 East and the M5 were ignored shows a lack of respect for the communities efforts to become involved with the project and consult in a meaningful way. As the consultations for the M4-5 link have not improved in any way from those conducted previously shows already the consultation with the public and residents in the proposed build area to be inadequate.

That residents already experiencing damage to their homes, health issues and continuing safety concerns have been unable to resolve matters show that the NSW planning department has totally underestimated the effects on the local populations and has not "learned" from these issues.

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 comments.

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 <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 business case for the project across the 3 stages failed to measure or account for the cost of any external impacts of this massive toll road project. This includes the impact of air pollution on human and environmental health; adding fossil fuel emissions thus contributing to 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.
2. Deciding to build a three-stage tollway of the scale and complexity proposed and that has never been built before is placing the community at great risk and at the same time risking billions of public monies and resources. I strongly object to that fact that this risk has never been subjected to democratic decision-making despite being opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
3. 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 1000s more per day onto the roads to the Airport which are already at capacity.
4. This EIS has been released only 14 days after submission of comments on the concept design closed and a report released after the EIS. It seems impossible that the community comments could have been reviewed, assessed and responses to be incorporated into the EIS in this time. This raises serious questions about the integrity of the entire EIS process.
5. I have strong objections to proceeding in the face of the unknown hazard associated with two different tunnelling operations taking place in close time and location - the tunnelling for the M4-M5 link and the proposed Sydney Metro tunnelling in the same area - Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond. The impact of this combined tunnelling is an unknown hazard to the soundness of the residences and buildings above, many of them very old and heritage listed. This is a serious community safety issue and residents who do experience damage will be caught between 2 separate contractors for repairs and compensation. No approval should be given
6. 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 Rd and Enmore Rd and though the streets of Erskineville and Alexandria. The increasing numbers of vehicles will mean more vehicle pollution in the area (known to have adverse effects on breathing and also to be carcinogenic).
7. The additional unfiltered exhaust stack on the north-west corner of the St Peters Interchange will increase the vehicle pollution in an area where the prevailing south and north-westerly winds sends 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 impact is both dangerous and unacceptable.

The people living near St Peters Interchange neither asked for nor want the whole WestConnex project which will not contribute to the provision of long-term sustainable transport to meet the community needs. At the same time, we will have to live and work with the impact of multiple years of construction, heavy vehicle traffic, noise and pollution, and local disruption possible damage to homes and business premises. 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.

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: [REDACTED]

Address: [REDACTED]

Application Number: SSI 7485

Suburb: [REDACTED] Postcode [REDACTED]

Application Name: WestConnex M4-M5 Link

Signature: [REDACTED]

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.

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. I strongly object to the **unknown hazard** associated with two different tunnelling operations taking place in close proximity in time and location - the deep tunnelling for the M4-M5 link and the tunnelling for the new Sydney Metro in the same area - Tempe, Sydenham, St Peters, Newtown and Camperdown. The impact of this combined tunnelling is an unknown hazard to the soundness of the residences and buildings above, many of them very old and heritage listed. This is a serious community safety issue and residents who experience damage will be caught between 2 separate contractors for repairs and compensation.
2. I object to the issue of this EIS only 14 days after the deadline for submission of comments on the concept design. The formal response to the 1000s of comments and submissions on the design, released only after the EIS, cannot possibly be based on a full assessment and consideration of the community responses. This is an insult to the community and questions the integrity of the entire EIS process.
3. The decision to build a three-stage tollway of the scale and complexity proposed and that has never been built before is risking community safety and state resources. I strongly object to that fact that this risk 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.
4. The original objectives of WestConnex was to improve road and freight access to Sydney Airport and to Port Botany with the Interchange now being built at St Peters located much closer to the airport. This contradicts the stated purpose of the extension of the M4. Now both the new M5 and the new M4-M5 Link will dump 1000s more cars per day onto the roads to the airport which are already over-crowded and competing with freight transport. I strongly object to the impact of the M4/M5 link as it fails to meet the original purpose and provide a sustainable rail link to enable freight to be moved out of the city and commuters to travel by public transport.
5. Across all 3 stages the business case has not 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.
6. The high cost of the tolls has already resulted in an increase in traffic on Parramatta Rd immediately the new M4 tolls were activated. Their anticipated annual increase will likely mean that more and more commuters will seek to avoid the expensive tolls. It makes sense to expect the same effect on the roads around the St Peters Interchange, including the Princes Highway, King St, Edgeware Rd and Enmore Rd and though the streets of Erskineville and Alexandria. The increasing numbers of vehicles will mean more vehicle pollution in the area (known to have adverse effects on breathing and also to be carcinogenic). A viable public train system would easily and effectively manage commuter traffic without the requirement for expensive private tollways.

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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: [REDACTED]
Please <u>include / delete (cross out or circle)</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 M4/M5 application, for the following reasons:

1. There is great concern in the community that King Street, Newtown, will become a 24-hour clearway. The EIS at 7-41 acknowledges that, and states "Roads and Maritime has no plan to change the existing clearways on King Street". This statement is **deliberately misleading** as it infers that SMC has the authority to establish Clearways 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.
2. The EIS uses maps indicating alignment of the mainline tunnels. It is only when you get to EIS 12-57 (Sydney Water Tunnels) that it becomes clear 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 only 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.
3. The EIS refers to concerns that were raised by the community that the route of tunnels in Newtown appeared to go to the east of King Street, an area that had had no geotech testing (see at 7-51) 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. The details in the just released EIS indicate both sides of King St but as it is only indicative how is it possible to comment on the likely impacts. This seriously casts doubt over the integrity of the entire EIS process.
4. I strongly object to the way the EIS treats "uncertainties". EIS 6.1 (Synthesis, Page 45) describes the process re project uncertainties. *"The EIS is based on the concept design developed for the project. ... 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 ... 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"*. Given this I strongly object to the approval of this EIS until critical 'uncertainties' have been fully researched and the results (and any changes) published for public comment.
5. At 7-25 the EIS 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.
6. 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.
7. 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.

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.

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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: [REDACTED]
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.	

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. This EIS provides no basis on which to approve such a complex project including the building of interchanges underneath Sydney suburbs Rozelle and Leichhardt. It would be absurd to approve the building of up to three tunnels under people's homes on the basis of such flimsy information.
2. 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.
3. 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.
4. Increased traffic congestion in areas around portals will increase pollution along roadsides, with predicted adverse impacts on breathing and through long-term carcinogenic effects. The maps and analysis of the pollution effects in the EIS should be presented in a way that enables them to be understood by ordinary citizens. Instead information is presented in a way that is deliberately obscure and hard to interpret.
5. 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.
6. 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)
7. 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.
8. There has been no 'meaningful' consultation with the community. Some areas affected by M3/M5 have not even been letterboxed by SMC. These include St Peters and sections of Erskineville. The SMC received hundreds of submissions on its concept design and failed to respond to any of these before lodging this EIS.
9. Unfiltered stacks anywhere in Sydney are not unacceptable. There must be a review of the NSW government's unacceptable policy on this issue. I am appalled that the ex Minister for Planning Rob Stokes who approved the New M5 and unfiltered stacks in St Peters and Haberfield would declare that he would not have them in his own area. How can residents have any trust in a process that is underpinned by such hypocrisy.
10. 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.

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: [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 M4/M5 Application, for the following reasons:

1. The process that has led to this EIS has been undemocratic and obscure, driven by decisions made behind closed doors.
2. 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, which has multiple commercial interests in WestConnex.
3. 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.
4. 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.
5. 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.
6. 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.
7. 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).
8. 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.
9. 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 is 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.
10. I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
11. Increased traffic congestion in areas around portals will increase pollution along roadsides, with predicted adverse impacts on breathing and through long-term carcinogenic effects. The maps and analysis of the pollution effects in the EIS should be presented in a way that enables them to be understood by ordinary citizens. Instead information is presented in a way that is deliberately obscure and hard to interpret.
12. Unfiltered stacks anywhere in Sydney are not unacceptable. An extra exhaust stack on the NW corner of the St Peters interchange will increase pollution in an area where the prevailing winds will spread emissions over residences, schools and sports fields. St Peters Primary School will be at the apex of a triangle between the two exhaust stacks on the SW and NW corners of the interchange.
13. 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 Tempe, Sydenham, St Peters and Newtown -is an unknown hazard to buildings. Residents have found it hard enough to get compensation for damage done to buildings by Stage One and Two. Two different tunnelling operations taking place at such proximity will further increase difficulty because private contractors will blame the other project.

In this submission I have only been able to include some of my objections to this EIS. We have already witnessed the destruction of tracts of Haberfield and St Peters. It is time to consider this entire project before more damage is done.

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Name: _____; Email: _____; Mobile: _____

Submission from: Name: Signature: <i>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</i> 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
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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.

- 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.
- I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
- 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.
- 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.
- Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects?

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Name _____ Email _____ Mobile _____

From:
Sent:
To:
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.

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From:
Sent:
To:
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.

Traffic congestion around balmain and Rozelle has reached ridiculous levels. I can no longer drive my car on a weekend as it can take 45 mins just to get off the peninsula. I make much more use of public transport, as would others if it were available. I've lived in several major cities around the world with fully functional public transport and no need for cars near the city. Why are we any different?

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.

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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.

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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.

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From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

To The Secretary Subject – WestConnex M4/M5 EIS, Project Number SSI 16_7485.

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From: [REDACTED]
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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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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.

[REDACTED]

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Please reply to [REDACTED] at [REDACTED]

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From: [REDACTED]
Sent: [REDACTED]
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 long time inner west resident I feel that spending huge sums on toll roads is not the way forward for our transportation needs. Congestion charging and real time charging for motor vehicle use would send people more accurate price signals about the impact of their driving and lead to better and more efficient use of our roads. This would in turn reduce congestion. There is no need to spend billions on these ill conceived projects that won't fix congestion but simply add to it.

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 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)

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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.

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[REDACTED]

From: [REDACTED]
Sent: [REDACTED]
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 strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application because it does not accurately provide exact information for a project of national significance.

I object because generalisations and references to the F6 and northern beaches link necessary to support the business case through exacting tolls on roads that do not and will not exist in the foreseeable future. I object because the Premier has been referred to the ICAC over a lease extension for the Dan Murphys site and does not deserve the public's confidence in her ability to allocate public money.

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.

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[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 would like an acknowledgement of receipt sent to my email address.

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: Sunday, 15 October 2017 11:13 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.

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I would like to add that I live opposite Dobroyd Point Public School with my mother of 93 years, at [REDACTED]. My family has had already endured increased truck movements, traffic, noise and loss of amenity. In addition, above ground works are proposed for Waratah St which are entirely unacceptable and inconsistent with the single storey residential character of the street. How can a construction site with heavy vehicles, and diesel generators be even considered opposite a school?

In addition, I am very concerned about the foundations of our home at [REDACTED]. Will my family be compensated should cracks in walls appear due to excavation? Or worse, what if the foundations are damaged?

How does the State government expect an elderly 93 year old woman to cope with the noise, dust and increased pollution during construction and after completion? This project is likely to accelerate her death.

And finally, what of the property's value? Will this property be acquired? Will I receive an adequate settlement? I am aware this was not the case for many residents of St Peters and Haberfield.

If the Department cannot answer my questions adequately IN ADDITION to all of my other concerns raised below this EIS should not be approved BECAUSE IT IS INADEQUATE and RMS, SMC and Transport for NSW should rewrite it and resubmit it for evaluation by the community.

An EIS is meant to be a gateway process, not a rubber stamp. I strongly object to the EIS in its current form as it is inadequate and in short dangerous. If approved in its current form, this project will spiral out of control and is unlikely to be completed leaving NSW with holes all over Sydney. And if it is, it will be unsafe and not solve congestion. I literally shudder to think of the fatalities this project will be responsible for, be it through accidents, or indirect causes such as increased pollution.

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.

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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]

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Please reply to [REDACTED]

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From:
Sent:
To:
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 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 beign 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 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, [REDACTED]

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Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment PO Box 39, Sydney, NSW, 2001	Name:		
	Address:		
Application Number: SSI 7485	Suburb:		Postcode
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:

- 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.
- 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. There will be rat running. The EIS should provide an agreed route (using arterial roads only) that can be used by all vehicles associated with the project.
- 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. 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.
- 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 reasonable access this part of the road network in a timely and safe manner.

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:

- 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. Any approval conditions need to place a reasonable and enforceable limit on the number of nights of out of hours work.
- 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. And in the EIS no detail is provided as to how impacts will be managed. For example, the traffic will be subject to a traffic management plan. What is 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 tunneling as it suffered from flooding and was ruled out on this basis. The EIS should not contain misrepresentations such as this.
- 5. 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.
- 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.

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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:

- 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 (during peak hours) area. Darley Road is a critical arterial road for commuters accessing the City West Link and this analysis should be provided so that impacts can be properly assessed.
- 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.
- 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. The EIS needs to mandate the use of public transport or provide for workers to be bussed in if adequate allocated parking is not provided.
- Number of vehicle movements – Leichhardt.** The EIS states that there will be 170 heavy and light vehicle movements a day during construction (5 years). 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.
- 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.

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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. 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. We 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 in 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

Because Darley Rd is highly congested during 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. The approval conditions need to prohibit out of hours and night work except in genuine exceptional circumstances (for example, a risk to life). 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 and on their potential impact on the area.

Disruption to road network - Leichhardt

5. Disruption to road network

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.

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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:

- No need for 'dive' site – Leichhardt.** There is no need for the Darley Road site, other than a time saving (tunneling) 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.
- Truck routes – Leichhardt:** No trucks should 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 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 and 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.
- 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.
- 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.
- 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.

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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. 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 in 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 is objected 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. The approval condition should limit any construction facilities to those already notified and detailed in the EIS.
- 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, 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 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.
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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: [REDACTED]
Sent: [REDACTED]
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.

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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.

Subject: Stop trashing our community

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From: [REDACTED]
Sent: [REDACTED]
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 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.

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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 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.

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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)

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From: [REDACTED] <campaigns@good.do>
Sent: Sunday, 15 October 2017 8:30 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.

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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

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

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.

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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'.

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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.

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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.

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I agree,

Yours sincerely, [REDACTED]

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Please reply to [REDACTED]

at [REDACTED]

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From:
Sent:
To:
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.

I would also like to note that filtered stacks merely change the size of the particles that are breathed in, thus changing how deeply you breathe them into your lungs. The damage done to health, including lungs, brain and DNA is appalling. This is a very short sighted strategy, when weighed against the impacts of air pollution.

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]

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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 absolutely 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 for this abomination of a project. NSW Planning must require the Proponent to properly and adequately address the disturbing and unacceptable 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 and our quality of life in Sydney severely impaired by this ill-conceived poorly planned infrastructure project.

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)

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 vehemently 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 just handing out 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.

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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.

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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.

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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.

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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'.

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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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[REDACTED]

From: [REDACTED]
Sent: [REDACTED]
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 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, to reject the EIS.

A recommendation should go to the NSW government that there should be an independent review of WestConnex because of the cost and the refusal to release the business case.

There is no released case for the novel undergrounding of the Rozelle Interchange.

Negative impacts on the local areas shown by the EIS are not acceptable.

In a polluted world concentration of fumes is unacceptable; there is nothing to reassure that the schools in the area will truly not carry health risks for the young, despite ventilation shafts.

A real transport plan for gridlocked Sydney should be the starting point.

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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Subject:

Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

FORMAL SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I write to strongly formally object to this proposal 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 also object to the proposed 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 given the prevalence of diesel vehicles and our relaxed legislation regarding their emissions.

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.

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From: [REDACTED]
Sent: [REDACTED]
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.

PLEASE stop creating hellish conditions for residents of Sydney with no evidence that the results will be beneficial to anybody. The fact that public transport alternatives were excluded from cost-benefit analyses when deciding to build the project is enough to trash the reputability of the project and the government at its helm. It is now time to redraw this plan to reduce its impacts. Accelerate the expansion of Sydney Metro, Scrap Stage 3 instead improving links from Westconnex through the A3, A6, Eastern Distributor and under-used Cross-city tunnel – and USE THE ST PETERS SITE FOR AFFORDABLE HOUSING. A metro station could be added there on the new metro line between the planned Waterloo and Sydenham stations.

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.

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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] at [REDACTED]

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From: Elizabeth Edwards <campaigns@good.do>
Sent: Thursday, 12 October 2017 7:54 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, which are not adequately addressed in the EIS.

I am horrified that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am incredibly concerned that childcare centres and 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 urge the Secretary of NSW Planning to advise the Minister to reject this EIS.

Yours sincerely, Elizabeth Edwards 20 Quirk St, Rozelle NSW 2039, Australia

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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 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.

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