

Katie Glendenning

k8dougie@hotmail.com

Unit 2 /

68 Beattie St

Balmain NSW 2041 Australia

Your view on the application: I object to it

Attn: Secretary re WestConnex M4-M5 Link EIS, project number SSI 16_7485

I write to express my strong objection to the WestConnex M4-M5 Link tollroad proposal.

- Building WestConnex will increase air pollution and global warming and encourage more car use, quickly filling the increased road capacity.
- Increasing vehicle use by inducing more cars onto the road increases the risks related to climate change, including extreme rainfall and extreme heat events.
- This stage of WestConnex also facilitates the building of the Western Harbour Tunnel, which will see tunnels bored under the Balmain peninsula and generate a need for yet more exhaust stacks in and around Balmain.
- WestConnex is not a sustainable solution to Sydney's congestion problem. It will have unacceptable impacts on the health and well-being of local communities, such as increasing toxic pollution levels from unfiltered exhaust smoke stacks located near schools and parks, especially in Rozelle.
- The government has not committed to a genuine consultation process - it released this M4-M5 Link proposal just two weeks after submissions closed for comment on the concept design, and only provided an eight week consultation period. This does not allow sufficient time for submissions from the community.

Extra comments

I have read the Department's Privacy Statement and agree to the Department using my submission in the ways it describes. I understand this includes full publication on the Department's website of my submission, any attachments, and any of my personal information in those documents, and possible supply to third parties such as state agencies, local government and the proponent.

I have not made a reportable donation to a political party.

Yours sincerely,

Katie Glendenning

Susan Collingridge

biondetourcy@gmail.com

68 Toonang Dr

Tea Gardens NSW 2324 Australia

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Yours sincerely,

Susan Collingridge

Lyn Schlunke

lynschlunke@gmail.com

7 Sandra Ave

Panania NSW 2213 Australia

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Yours sincerely,

Lyn Schlunke

Elisabeth Bowdler

lisbowdler@hotmail.com

70 Marlborough St

Leichhardt NSW 2040 Australia

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Yours sincerely,

Elisabeth Bowdler

Marina Garlick

merino@netspace.net.au

73 College St

Balmain NSW 2041 Australia

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Extra comments

Westconnex is an absolute disgrace on all fronts - financial, functional , environmental etc. At a time when car use is falling, it is obviously stupid and downright criminal to be pursuing this evil project.

Not only has it destroyed heritage precincts without proper compensation but it will visit excessive pollution on densely settled residential areas, local schools and other facilities. To even consider unfiltered stacks in the twenty first century is unforgivable but even with filtered ones, the revolting appearance of the stacks on our landscape is totally unacceptable.

The relevant authorities should be condemned for such blatant disregard of the community's welfare and wishes. And it is not going to help the residents of Western Sydney anyway as the costs of using this potential white elephant are prohibitive particularly when it is sold off to crony organisations.

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I have not made a reportable donation to a political party.

Yours sincerely,

Marina Garlick

Sofia Belmonte

srb1970@hotmail.com

73B Monaro Cres

Griffith ACT 2603 Australia

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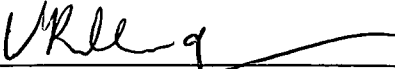
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I have not made a reportable donation to a political party.

Yours sincerely,

Sofia Belmonte

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: Vicki Reberger
	Address: 86 Nepean St
Application Number: SSI 7485	Suburb: Postcode Emu Plains 2750
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:

- a) *I object to this new tollway project because all it will do is move the traffic around. Why won't they put a toll on Parramatta Rd and make the new roads free to encourage the traffic to use the new roads? But they are doing the exact opposite, so the new tollway is nothing to do with traffic management. And we have already see motorists abandoning the new M4 for Parramatta roads because the new tolls are so high.*
- b) *I object to the way the Minister for Western Sydney, Stuart Ayres, trumpets WestConnex as a benefit for western Sydney. Hardly any parts of Sydney west of Parramatta are even mentioned in the EIS. All the reasons for this stage of WestConnex are about linking the new M4 and M5 to the western harbour tunnel and northern beaches tunnel. Or they talk about links to the "Sydney Gateway" to the airport and Port Botany and they are not even part of this project.*
- c) *It is anticipated that 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. Why is the state government pushing ahead with the M4-M5 link when there are still no plans for the Sydney Gateway to deal with the increased traffic?*
- d) *When other countries are taking steps to tougher emission standards because of growing concerns about the bad effects of car emissions on people's health, our state government is promoting car use. I object to the WestConnex project because of the increased car emissions it will cause.*
- e) *I object to this new tollway because in the past tolls have been justified as needed to pay for the new road. This is not the case of this tollway that will charge tolls for 40 years, simply to provide revenue to a prospective buyer.*
- f) *The high tolls are set to increase for decades by the CPI or by 4% a year, whichever is higher. This is outrageous when inflation is low and wages are not even keeping up with it. Commuters of western Sydney do not have a real alternative in public transport. This is all about making the tollway attractive to a buyer.*
- g) *Public transport is rejected by the EIS so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I urge the Secretary of Planning to reject this project.*
- h) *I ask the Minister for Planning not to approve Stage 3 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 _____

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:

DAVID GRONAUER

Signature:

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

Address:

146 LILYFIELD RD

Suburb:

LILYFIELD

Postcode

2040

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

- 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)
- The assessment of Strategic Alternative 3 (Travel Demand Management) should:
 - Identify key network capacity issues
 - Consider the opportunity for travel demand management measures to address the road network capacity constraints. The measure should aim to retime, re-mode or reduce trips that make less productive use of congested road space.
 - Draw on a process of multi-modal transport modelling and economic assessment to inform the analysis and assessment
- The EIS does not provide appropriate parking for the estimated 100 or so workers that the EIS states will work every day at the site, while other equivalent sites have allocated parking for such workers (Northcote Civil site (150)) and Parramatta Road East Civil site (140). It is also noted that the EIS provides for loss of 20 residential parks on Darley Road. Local streets are at capacity already because of the lack of off-street parking for many residents and the Light Rail stop which means that commuters use local streets. The EIS states that workers 'will be encouraged to use public transport.' the EIS needs to mandate that no trucks or construction vehicles are to park in local streets. There needs to be a requirement that is enforceable that workers use the Light Rail stop which is adjacent to the site or a plan to bus in workers
- I oppose the removal of further homes of Significance in either Haberfield or Ashfield. The level of destruction has already been appalling. Residents were led to expect that there would be no further construction impacts after the completion of the M4 East. The loss of further houses of the community will cause further distress within this community.
- The Rozelle Interchange will prevent major redevelopment in the Rozelle area. This area has been identified by the NSW Government as a major opportunity for urban renewal for over 20 years. 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.

Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Yoon Chuan</u> Signature: <u>[Signature]</u>
Attention: Director – Transport Assessments	Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: <u>3/27 TRAFALGAR ST</u> Suburb: <u>PETERSTAM</u> Postcode <u>2019</u>

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

- The decision to build a three-stage tollway instead of expanding public transport has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
- The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city.
- There will be 100 workers a day on the site, with provision for only 10-20 car spaces and there is a concession that local streets will be used, who will be 'encouraged' to use public transport. Our experience with the major construction sites in Haberfield, and St Peters that public transport is not used by the workers and that despite the fact they are not supposed to do so, they park in our local streets and cause strife with our residents.
- The EIS at 7-21 states that Community update Newsletters were distributed to residents 'near the project footprint' in many suburbs. This statement is simply not correct. No such newsletters were received by residents in central and northern Newtown. SMC was made aware of this fact, but has not responded to verbal and written requests for audited confirmation of the addresses 'letterboxed'. This statement of community engagement should be rejected by the Department.
- Darley Road is confirmed as a 'civil and tunnel site (dive site)' with a 'Motorway Operations' site at one end for machinery during the build and will then house permanent water treatment facilities, despite evidence tendered to the Concept Design explaining that this intersection has an high accident rate and is completely unsuitable for such a purpose.
- I do not accept that King Street traffic congestion will be improved by this project, There should be a complete review of the traffic modelling that does not appear to take sufficient notice of the impact of pouring 51000 extra cars down Euston Rd on top of increases in population in the area. Given that there is no outlet between the St Peters and Haberfield or Rozelle, all traffic going to the CBD, East or into the Inner West will use local roads.
- I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed. There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
- Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?
- I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.
- An on-line interactive map was published with the M4-M5 Concept Design that indicated a very wide yellow 'swoosh' that is upwards of a kilometre wide in some sections of the M4-M5 proposals. SMC have NEVER publicly published or acknowledged that the contractor to be appointed to build the tunnels will be 'encouraged' to do so within the yellow swoosh footprint, but may go outside the indicative swoosh area if found necessary after further geotech and survey work. The proposed Sydney Water Tunnels surveys (EIS 12-57) could potentially see a dramatic change in the tunnel alignments in the Newtown area. Why were these surveys not done during the past three years such that 'definitive' rather than 'indicative' alignments could be published. The EIS should be withdrawn till such time that it is a true and fair 'definitive' document open for genuine public comment.

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Name _____ Email _____ Mobile _____

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

Name: Philip Treill John

Signature: Philip Treill John

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: 20 Hubert St

Suburb: Leichhardt Postcode: 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5
Link

- I. It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.
- II. 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.
- III. 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.
- IV. Discharge of water into storm water at Blackmore Oval – Leichhardt The permanent substation and water treatment plant proposed for the Darley Road site facility should not be approved as part of the EIS. It proposes discharging water from the tunnels into the storm water canal near Blackmore Oval. This will devastate our waterways and impact negatively on the amenity of the bay which has four rowing clubs in close proximity. In addition, the environmental impacts of this discharge are not properly set out in the EIS.
- V. Are there other potentially serious problems with Sydney Water utility services (described at EIS 12-57) or with other utilities in other suburbs or along the proposed M4-M5 tunnel alignment ? If so, the EIS proposals and application should not be approved till these are all disclosed, researched, surveyed and the resolution publicly published.

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

Name: Chloe Treill-John

Signature: Chloe Treill-John

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: 70 Hubert St

Suburb: Leichhardt Postcode: 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- ✦ The EIS states that, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS.
- ✦ The EIS acknowledges that impacts of construction should M4M5 get approval will worsen traffic congestions on Parramatta Rd. In these circumstances it would be outrageous for motorists to be asked to pay up to up to \$20 a day in tolls. I object to the fact that this is not considered or factored into the traffic analysis.
- ✦ Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?
- ✦ There are two areas in the Rozelle Rail Yards site where construction will be by cut and cover. These are the Portals for the Western Harbour Tunnel and the Portals for the M4/M5 link. This is of particular concern in the light of residents experiences in areas of Haberfield and St Peters where highly contaminated land areas were being disturbed. There was totally inadequate control of dust in these areas, where the dust would have been loaded with toxic chemical particulates. The old Rail Yards are highly contaminated land from their past use. The EIS gives no specific details of how this highly toxic threat is going to be securely managed. It is not acceptable for this to be decided only when the Construction Contracts have been issued, when the community will have no say or control over the methodology to be employed for removing vast amounts of contaminated spoil.
- ✦ Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?
- ✦ The Darley Road site should be rejected because it involves acquiring Dan Murphy's. This business was 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.

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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

Name: Christina Valender

Signature: [Signature]

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

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

Address: 278 Esmeralda Ave

Suburb: Leichhardt Postcode: 2040

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Attention Director

Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name: Lynne Cavanaugh

Signature: Lynne Cavanaugh

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

Address: 430 Wilson St.

Suburb: Darlington Postcode 2008

I submit my objection to the WestConnex M4-M5 Link proposals for the reasons stated below, and request the Minister reject the application entirely, and cause the proponents to reissue an EIS that is based on a fully researched, developed, and budgeted concept design, and require the proponents to prepare a new business case against that design.

- (1) The Air quality data is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
- (2) 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.
- (3) 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.
- (4) The EIS identifies hundreds of negative impacts of the project but always states that they will be manageable or acceptable even if negative. This shows the inherent bias in the EIS process.
- (5) It is outrageous to suggest that four unfiltered stacks would be built in one area in Rozelle
- (6) It is stated that if congestion proves to be a problem then other solutions will have to be found. Other routes that are being considered will be using the Western Distributor, the Crescent, Victoria Rd, Ross St, Pyrmont Bridge Rd and Johnston St. The Crescent and Johnston St are clearly going to be used. This despite the fact that in a consultation those representing Westconnex assured residents of Annandale that neither Johnston St or Booth St would be used. It is expected that these routes will also be used for night transport. It is clear that it is unlikely that transportation routes shown in the EIS will be adhered to. This is unacceptable.
- (7) The EIS states that traffic congestion around the St Peters Interchange is expected to be worse after completion of the M5 and the M4-M5 Link particularly in the evening peak hour. The EIS admits that this will have a "moderate negative" impact on the neighbourhood in increasing pollution (also admitted separately) therefore in health impacts, on safety for foot and cycle traffic but also for vehicles and on the local amenity.
- (8) The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director
 Application Number: SSI 7485 Application
 Infrastructure Projects, Planning Services,
 Department of Planning and Environment
 GPO Box 39, Sydney, NSW, 2001

Name: Liam Foster Constable
 Signature: Liam FC
 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: 31 Stanley st
 Suburb: Leichhardt Postcode 2040

Application Name: WestConnex M4-M5 Link

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

- ✓ 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 _____

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: Liam Foster Constable

Signature: Liam

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: 31 Stanley St

Suburb: Leichhardt Postcode 2040

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

- ✓ We object to the location of a permanent substation and water treatment plant following the completion of the project on the Darley Road site. This will limit the future uses of the land and the community has been continually assured that the land, which is Government-owned, would be available for community purposes. The presence of this facility will forever prevent the ability for safe and direct pedestrian access to the light rail stop, with users required to walk down a dark and winding path. It will also limit the future use of the site. If a permanent facility is to be located then it should be moved to the north of the site so that it is out of sight of homes and has less visual impact on residents.
- ✓ Tunnel depths the tunnel depths for the Leichhardt area as low as 35 metres. This creates an unacceptable risk of damage to homes due to settlement (ground movement). The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk. There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However no details or assurance as to how this will occur are provided. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It will lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to Westconnex works, with no assurance that this property damage will be promptly and satisfactorily fixed.
- ✓ The EIS states that, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS.
- ✓ Many students walk or ride to Orange Grove and Leichhardt Secondary College schools via Darley Road. There are also a number of childcare centres very close to the Darley Road site.
- ✓ The presence of 170 heavy and light vehicle movements a day at this site will create an unacceptable risk to students. The EIS should not permit any truck movements near the Darley Road site. The alternative proposal which provides that all spoil trucks enter and leave from the City West link is the only proposal that should be considered.
- ✓ 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.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director
Application Number: SSI 7485 Application

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

Application Name: WestConnex M4-M5 Link

Name: Liam Foster Constable

Signature: [Signature]

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

Address: 31 Stanley St

Suburb: Leichhardt

Postcode 2040

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

- ✓ The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' Therefore this entire process is a sham as the extent to which concerns are taken into account is not known as the contractor can simply make further changes. As the contractor is not bound to take into account community impacts outside of the strict requirements and as the contractor will be trying to deliver the project as quickly and cheaply as possible, it is likely that the additional measure proposed with respect to construction noise mitigation for (example) will not be adopted. The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS is riddled with caveats and lacks clear obligations and requirements of project delivery. The additional effect of this is that the community and other stakeholders such as the Council will be unable to undertake compliance activities as the conditions are simply too broad and lack any substantial detail.
- ✓ There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods. (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure.
- ✓ The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts. (Executive Summary xvi)
- ✓ The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)
- ✓ No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Submission to: Planning Services, Department
of Planning and Environment. GPO Box 39,
Sydney, NSW, 2001

Attention Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

Name: *Liam Foster Constable*

Signature: *Liam*

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: *31 Stanley St*

Suburb: *Leichhardt*

Postcode *2040*

I wish to register my strong objections to Stage 3 (M4-M5 Link). My reasons are set out below:

1. The EIS states that property damage due to ground movement "may occur (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: Heidi Bielef

Signature: [Signature]

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

Address: 46 Westmill St

Suburb: Leichhardt Postcode: 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- ☐ 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.

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: DANO TAYLOR Signature: <i>D. Taylor</i>
Attention: Director – Transport Assessments	Please include my personal information when publishing this submission to your website. Declaration : I HAVE NOT made any reportable political donations in the last 2 years.
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: 3/310 Elswick St North Suburb: Leichhardt Postcode 2040

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

- **Unacceptable construction noise levels – Leichhardt:** The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. Activities identified include earthworks, demolition of existing structures and site establishment and utility adjustments. The Darley Road site will suffer unacceptable construction impacts due to the need to demolish the large Dan Murphys building and the EIS notes that 10 weeks of demolition and road adjustment works will be needed. There are no additional mitigation measures proposed for residents during this period such as temporary relocation, noise walls or treatments for individual homes. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. (Executive Summary, xiv) We object to the selection of this site on the basis that the works required (demolition and surface works) will create unbearable noise and vibration impacts and make over 30 homes unlivable and there are NO additional mitigation plans for these residents.
- **Risk of settlement (ground movement) – Leichhardt:** The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment). The risk of ground movement is lessened where tunnelling is more than 35 metres. However, it is proposed to tunnel at 29 metres under Hawthorne Parade Haberfield and only 35 metres at Elswick Street North. This proposed tunnel alignment creates an unacceptable risk of ground movement. (Executive Summary, xvii). The EIS states that damage will be rectified at no cost to residents with no detail as to how this will occur or the likely extent of property damage. The project should not be approved on the basis that it creates a risk of property damage that cannot be mitigated against so as to bring the risk to an acceptable level.
- **Impact on Dobroyd Canal and Hawthorne Canal – Leichhardt:** The Hawthorne canal, which is the closest waterway to the Darley Road site, is described in the EIS as a 'sensitive receiving environment'. (Executive Summary, xix). Darley Road is a contaminated site with asbestos and the water treatment plant to be established during construction proposes running water from the treatment plant directly into the waterways. The permanent water treatment plant will involve water from the tunnel discharged to local stormwater systems and waterways, therefore this is a permanent impact. This proposal will further compromise the quality of the waterway and impact on the four rowing clubs in close vicinity.
- **Noise barriers:** No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

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: DAVID TAYLOR Signature: <i>D. Taylor</i>
Attention: Director – Transport Assessments	Please include my personal information when publishing this submission to your website. Declaration : I HAVE NOT made any reportable political donations in the last 2 years.
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: 3/310 Elswick St North Suburb: Leichhardt Postcode 2040

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 project will worsen traffic near the Darley Road civil and tunnel site during and after construction – Leichhardt: The EIS states that after the M4-m5 opens, that traffic on Darley Road will increase by 4%. There is no benefit in the overall project for residents. During construction westbound traffic will increase on Darley Road by 37%. This increase in traffic for a period of up to five years will make it hazardous to cross the road and access the light rail and travel to Blackmore oval, the bat run, the dog park and the Leichhardt pool. In addition, it will drastically increase both local traffic and outer area traffic at peak commute times. We therefore object to the location of this site based on the unacceptable traffic impacts it will have on road users and on pedestrians.
- Impact on traffic once project opens – Leichhardt: The EIS provides that Darley Road traffic will increase by 4% following the completion of the project in 2022. There is no benefit for residents flowing from this project. It is unacceptable that Leichhardt residents, particularly those close to Darley Road, will be forced to endure years of highly intrusive construction impacts and then derive no benefit from the project. The EIS states that the road network will improve once the Western Harbour Tunnel and Beaches Link opens, which means that residents will have to endure worsened traffic conditions for up to 10 years. While the traffic on the City West Link is forecast to decrease by up to 40 per cent once the project is completed, this is based on commuters electing to use the tollways. There is limited evidence to support these statistics and it is likely that many people will choose to use local roads to avoid the toll which will result in significant rat-running. There is no plan in the EIS to manage this issue.
- Constant out of hours work expected and permitted – Leichhardt: The EIS states that 'some surface works' would need to be carried out out-of-hours to minimise traffic disruptions or for safety or operational reasons'. Given that Darley Road is a known accident black spot and is highly congested, particularly at peak periods, it is likely that there will be frequent out-of-hours work. This will create an unacceptable impact on those living close to the site. There are an estimated 36 homes that will suffer severe noise impacts and out of hours work will adversely affect their amenity of life. In addition, it is likely to lead to additional road closures and diversions, placing pressure on the local traffic network. No out-of-hours work should be permitted except in the case of a true emergency. The EIS as drafted effectively permits out of hours to be undertaken whenever this is convenient to the contractor (Executive Summary xiv).

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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: DAVID TAYLOR Signature: <i>O. Taylor</i> Please include my personal information when publishing this submission to your website. Declaration : I HAVE NOT made any reportable political donations in the last 2 years. Address: 3/310 Elswick St North Suburb: Leichhardt Postcode 2040
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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

- Environmental issues – contamination – Leichhardt: The EIS states that Darley Road is a contaminated site; likely including asbestos. There is a risk to the community associated with spoil removal, transfer and handling. We object to the selection of the site based on the environmental risks that this creates, along with risks to health of residents.
- Location of permanent Motorway operations complex on Darley Road – Leichhardt: We strongly object to the proposed location of this permanent operational facility on Darley Road. The presence of this site contradicts repeated assurances to the community that the site would be returned after construction was completed. The ongoing presence of this site will limit future uses of the darley Road site which could serve community purposes, particularly given its location directly next to public transport. Its presence removes the ability to provide more accessible, safer and direct pedestrian access to the North Leichhardt Light Rail Station. The plant location, in a neighbourhood setting is not appropriate. It will reduce property values and have an unacceptable impacts on the visual amenity of the area. The streets adjacent to Darley Road are comprised of low-rise residential homes and small businesses and infrastructure such as this should not be permitted in such a location.
- Alternative housing for residents – Leichhardt: The EIS needs to provide specific detail as to what will be provided by way of alternative accommodation to the 36 residents identified as suffering extreme noise interference. There is no plan to temporarily relocate such residents, not to offer them financial compensation to enable them to move out during the worst period. There is an estimated 10 weeks of extreme noise during demolition of the commercial building and preparatory road works. Once this work is finished the residents will also be forced to endure a truck every 304 minutes for a period of five years. It is clearly not possible for such residents to continue to live in these houses and the EIS needs to detail what will be provided in terms of alternative living arrangements for part, or all of the construction work period.
- Access tunnel from Darley Road – Leichhardt: The EIS contains no detail of the access tunnel from the Darley Road site to the mainline tunnel other than depicting the route. The approval conditions need to ensure that tunnelling is occurring at sufficient depth so as to not jeopardise the integrity of the homes and not create unacceptable vibration and noise impacts for James Street residents and those at adjacent streets. The approval conditions need to make clear the period of time for which the 'temporary' tunnel is to be used.

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: DAVID TAYLOR Signature: <i>D. Taylor</i>
Attention: Director – Transport Assessments Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	<p><i>Please include my personal information when publishing this submission to your website. Declaration : I HAVE NOT made any reportable political donations in the last 2 years.</i></p> <p>Address: 31310 Elswick St North Suburb: Leichhardt Postcode 2040</p>

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

- Health risks to residents – Leichhardt: The EIS states that the 'main risks' during construction would be associated with dust soiling and the effect of airborne particles and human health and amenity (xii). This will affect local air quality.
- Truck route – Leichhardt: The EIS proposes that all trucks will arrive at the Darley Road civil and tunnel site from Haberfield and travel along Darley Road to the site, with a right-hand turn now permitted into James Street. The proposed route will result in a truck every 3-4 minutes for 5 years running directly by the small houses on Darley Road. These homes will not be habitable during the five-year construction period due to the unacceptable noise impacts. The truck noise will be worsened by their need to travel up a steep hill to return to the City West Link, so the noise impacts will affect not just those homes on or immediately adjacent to Darley Road. The proposal to run trucks so close to homes is dangerous. There have been two fatalities on Darley Road at the proposed site location. The EIS does not propose any noise or safety barriers to address this. Despite the unacceptable impact to nearby homes, there is no proposal for noise walls, nor any mitigation to individual homes.
- Alternative access route for trucks – Leichhardt: The EIS states that there are 'investigations' occurring into alternative access to the Darley Road site. The EIS does not provide any detail on which residents can comment about alternative access which would keep trucks off Darley Road. No spoil truck movements should be permitted on Darley Road and the plans for alternative access should be expedited. It should be a condition of approval that the alternative access is confirmed and that no spoil trucks are permitted to access Darley Road due to the unacceptable noise, safety and traffic issues that the current proposal creates.
- Existing vegetation – Leichhardt: The EIS proposes removal of all vegetation on the Darley Road site. There is a mature tree located on the site which serves as a visual and noise barrier to the heavy City West Link traffic. Removal of this tree and other vegetation will increase noise impacts to nearby residents and affect the visual amenity, with homes having a direct line of sight to the City West Link. The existing mature tree needs to be retained on this and environmental grounds.
- Indicative works program – Leichhardt: Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.

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: Cullen Cohen

Signature: [Signature]

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

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

Address: 155 Trafalgar St

Suburb: Stammore Postcode: 2048

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485
Application

Application Name: WestConnex M4-M5
Link

Noise impacts

23. 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

24. 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

25. 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.

Installation of a permanent motorway operations complex

26. 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.

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
Attachments: 228106_20171016134747_2017Oct16_1435.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 16 October 2017 2:36:07 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:
refer attachment

IP Address: [REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=228106

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

<p>Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001</p> <p>Attention: Director – Transport Assessments</p> <p>Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link</p>	<p>Name: [REDACTED]</p> <p>Signature: [REDACTED]</p> <p><i>Please include my personal information when publishing this submission to your website</i> Declaration: I HAVE NOT made any reportable political donations in the last 2 years.</p> <p>Address: [REDACTED]</p> <p>Suburb: [REDACTED] Postcode [REDACTED]</p>
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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

- | | |
|--|---|
| <p>A. There will be 5 entrances/exits to the Rozelle Yards site off Lilyfield Road for light vehicles and 2 entrances/exits for Heavy vehicles off the City West Link. The 2 entrances on the City West Link, one opposite the exit of the Crescent and one 400 metres further West on the City West Link will have to have traffic controls set up to allow trucks to access and exit. This will lead to a big increase in congestion in this area, the main route to Anzac Bridge and Victoria Rd.</p> <p>B. Unacceptable noise levels will accompany the construction of this massive interchange. No analysis has been provided of the magnitude of increased noise pollution which will adversely affect the local citizens.</p> <p>C. 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.</p> | <p>D. The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)</p> <p>E. 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.</p> <p>F. 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.</p> |
|--|---|

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: Mon, 16 Oct 2017 04:13:49 +0000
To: [REDACTED]
Subject: FW: Submission Details for Bronwen Griffin (object)

From: system@acelo.com On Behalf Of Bronwen Griffin
Sent: Monday, 16 October 2017 3:13:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Bronwen Griffin (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Bronwen Griffin
 [REDACTED]

Address:
 [REDACTED]

Rozelle, NSW
 2039

Content:

I object to the Westconnex Stage 3 project as outlined in the EIS as follows:

- Westconnex / RMS staff have admitted that this stage will exacerbate traffic congestion at the Anzac Bridge and Iron Cove Bridge. Improvements are based on future projects, which have not been planned or approved.
- Noise amelioration is expected to be offered to residences in our street, however, I would like to be assured that this will be adequate. The experiences of residents impacted by earlier stages of WestConnex suggest that this may not be the case.
- I have great concerns for the impacts of noise, dust and vibration on the health and well being of our family, particularly my son, who goes to a local high school and will complete year 12 in 2022. It appears that if this project goes ahead, my son and his whole cohort will be exposed to unacceptable levels of noise, day and night.
 Binding and enforceable assurances will need to be made about work / truck movement hours and resulting noise if this project is approved.
 I have heard that such assurances were made for stage 2 of the work, but have not been enforceable.
- Finally, I have heard your arguments for using unfiltered ventilation towers. I have yet to be convinced that these are safe for the health of the community. If the towers could be filtered for particulates, and there really is a reduction in surface traffic (as modeled), this is a fantastic opportunity to improve Sydney's air quality overall.

[REDACTED]
 Submission: Online Submission from Bronwen Griffin (object)

https://majorprojects.accelo.com/?action=view_activity&id=228127

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Mon, 16 Oct 2017 04:33:23 +0000
To: [REDACTED]
Subject: FW: Submission Details for William Holliday (object)

From: system@acelo.com On Behalf Of William Holliday
Sent: Monday, 16 October 2017 3:33:02 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for William Holliday (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: William Holliday
 [REDACTED]

Address:
 [REDACTED]

Lilyfield, NSW
 2040

Content:

EIS M4-M5

I object to the EIS and the proposed construction of the M4-M5 expressway.

I object to the EIS because it is indicative only and does not necessarily reflect what will be built yet represents the last opportunity for local residents to comment on the project. The real plans, to be produced by the Contractor, will be permitted to have modifications and extensions not reflected in this EIS. The devil is in the detail.

I object to the M4-M5 expressway on the following grounds.

[1] The traffic modelling does not take into account the congestion on the surrounding road system. The operational model area does not include the surrounding gridlocked streets and these gridlocked vehicles ("unreleased vehicles") are simply ignored. There will be an increase in vehicles imported into the area as a result of Westconnex whereas the current traffic volume has been stable for a number of years. Congestion at the tunnel exits will inevitably spread back into the tunnels.

[2] Road systems are very inefficient at moving the large numbers of people and freight required by a large city compared to a rail system. A lane of road can move about 2200 cars per hour which is about 2400 people at peak hour. A Sydney rail track can move 24,000 people per hour (Gladys B's 2013 figure), more if the Metro figure (40,000 pph) is to be believed. Coal trains travelling through the Sydney metropolitan network are often 48 wagons long.

[3] It is proposed to remove the two pedestrian overbridges across Victoria Road at Lilyfield Road and at the junction with the City West Link. Pedestrians to the bus stop opposite Lilyfield Road will have to divert down Gordon Street, under Victoria Road and then climb back up the grade to the bus stop on Victoria Road, a much greater distance to walk. I see no reason given to demolish these overbridges.


Submission: Online Submission from William Holliday (object)

https://majorprojects.accelo.com/?action=view_activity&id=228141

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Mon, 16 Oct 2017 04:48:50 +0000
To: [REDACTED]
Subject: FW: Submission Details for Tym Blackwell (object)
Attachments: 228153_westconnex submission 161007_2017Oct16_1543.pdf

From: system@acelo.com On Behalf Of Tym Blackwell
Sent: Monday, 16 October 2017 3:44:36 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Tym Blackwell (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Tym Blackwell
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:
please find submission attached against the wesconnex link - highlighting pollution with the stacks and growing traffic issues.

[REDACTED]
Submission: Online Submission from Tym Blackwell (object)
https://majorprojects.acelo.com/?action=view_activity&id=228153

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

Please accept my submission as AGAINST the proposed Westconnex M4-M5 link.

Air pollution

- Unfiltered stacks being proposed within 100 meters of Rozelle public school is not only going to put high pollutants into the air during school hours for children with developing lungs but will also affect all the local residents on a permeant basis including many of the children at the school because they fall into the local catchment area around the stacks.
- The proximity of the connection to local schools and childcare centres. Children are more susceptible to the negative impacts of pollution and noise.
- Pollution levels on Victoria Road already exceed the legal limit on a regular basis and anything other than filtered is unacceptable

Construction

- There appears to be little care or concern about the air pollution, noise and vibration during the construction phase of the project. Alongside 24 hour tunneling seven days a week
- The construction will not only create traffic chaos to the area but proposals to the use of sections of Kings George park for site access means stripping away amenities, inclusion play park and significant disruption to the park and the running track that the entire community and local groups use day in day out – including little athletics, running clubs and sporting leagues.
- There will be significant impact on local streets during and after construction. An example is Waterloo Street which is already a rat run for people trying to avoid Victoria Rd. This will only be made worse with lane closures during Westconnex.
- The development of Balmain Leagues club was rejected by Council, JRPP the Dept of Planning and the Land and Environment Court because of the unacceptable impact on traffic and local roads during and after construction. Why is it now acceptable for Westconnex?
- There appears little in the way of assurances that properties will not be damaged by tunneling underneath them. Looking at the way Haberfield has been treated does not provide a good example of care.

Traffic

- There are clear examples with Sydney harbour tunnel and the M5 and M2 motorways where capacity was reached very quickly with additional traffic building up on small roads around the area due to people trying to dodge the high toll fees set on these roads. For Rozelle this will be a huge issue with Victoria road already beyond capacity.
- Other than the lining the pockets of those involved the West Connex system will not reduce traffic congestion, it will increase it. There have been studies conducted all around the world that show the larger the roads are built the more people choose to use them. A more sensible solution is putting the money into public transport solutions.
- The proposal means pushing more people from a large busy tunnel into Drummoyne where the infrastructure already creates bottle necks and traffic chaos every day after Iron Cove bridge.
- The proposal should be scrapped and the money should be put into real infrastructure and public transport which hasn't really been considered as a viable solution
- the traffic modeling is woefully inaccurate and that as these plans are subject to change upon sale of the project. It is quite clear that no real thought has been put into this proposal other than to make money for those involved.

Tym Blackwell
32 Waterloo Street
Rozelle

From: [REDACTED]
Sent: Mon, 16 Oct 2017 05:08:15 +0000
To: [REDACTED]
Subject: FW: *Submission Details for Rachel Brittliff (object)

From: system@acelo.com On Behalf Of Rachel Brittliff
Sent: Monday, 16 October 2017 4:07:02 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: *Submission Details for Rachel Brittliff (object)

Confidentiality Requested: no

Submitted by a Planner: yes

Disclosable Political Donation: no

Name: Rachel Brittliff
 [REDACTED]

Address:
 [REDACTED]

Ashfield, NSW
 2131

Content:

My home connects at the corner of the rear fence, with one of the sites for option B. I am distressed at the potential impact of trucks operating into and out of the site 24/7. There are significant potential health impacts for diesel fumes from truck, significant dust as well as making it impossible to use outdoor living space for a number of years.

We have attended public consultations on the matter. We have been given platitudes and a line about the benefit of the road. I am not raising an objection to the construction of the road, I am objecting to the significant impact that the use of the planned option will have on the health and well being of my family.

There is an existing site. Houses round that site have been removed. Impacts are established, I do not think that there is any justification (other than a financial incentive which I do not believe is sufficient given the community cost) for establishing the new site.

Additionally, my daughter attends Haberfield public school. It is not appropriate or in the public interest for a construction site for Australia's most significant road project to be located approximately 200 metres from a large primary school where more than 600 students are moving to and from the school every weekday.

The use of the proposed Muirs site poses a significant risk to children travelling to and from school as the trucks will be using routes that are traveled by large numbers of children. This is not the case with the existing site.

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. I am deeply concerned for the respiratory health of my family and other children within the school with the increase of fine dust particles so close to our home and school.

Additional traffic caused by the location of the site compared to the location of the school will result in increased difficulties for parents at drop off and pick up times. This is already an extremely difficult time and additional parking spaces taken up by non-local traffic will add to the issues and the danger posed to children.

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 impact.

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.

The health and well being of the community should be considered above and beyond the profits of private enterprises.


Submission: Online Submission from Rachel Brittliff (object)
https://majorprojects.accelo.com/?action=view_activity&id=228168

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

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

From: [REDACTED]
Sent: Mon, 16 Oct 2017 05:57:32 +0000
To: [REDACTED]
Subject: FW: Submission Details for Lorraine McNamara (object)

From: system@acelo.com On Behalf Of Lorraine McNamara
Sent: Monday, 16 October 2017 4:48:02 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Lorraine McNamara (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Lorraine McNamara
 [REDACTED]

Address:
 [REDACTED]

Wedderburn, NSW
 2560

Content:

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal and urge the Secretary of Planning to advise the Minister to refuse the application. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS.

NSW Planning should recommend a halt to the planning process and an independent review of WestConnex before more billions are spent and more residents' lives are damaged. Residents all over Sydney, experts, Councillors and even potential investors have all queried the information supplied by the Sydney Motorway Corporation and NSW Roads and Maritime Services. NSW Planning would be negligent in their duty of care to the residents of Sydney if this inadequate document were to be rubber stamped.

I object-

1. Lack of detail in design of WestConnex. The EIS is deficient because it is unable to assess the effects of the final design.

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.' There will be no opportunity for the community to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. Key decisions have been left open in this EIS. Not to allow consultation on the final choice of construction sites would further compromise an already inadequate consultation process.

I object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it. This EIS should be rejected because it would be absurd to approve such

a design concept without evidence that it could be constructed. It would also be absurd to place conditions on a project for which even the most basic details are not known.

2. Lack of consideration of alternative plans

The SMC was required to consider alternatives. This section in the EIS is extremely superficial and fails to come to grips with debates in the field of transport planning. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS. The SMC should be required to engage with this plan and to respond to it. Any responsible system of planning governance would require that.

3. Air quality / pollutant emissions and noise pollution

I strongly object to the construction of unfiltered pollution stacks on any part of this project. For example, at the proposed St Peters' three-level interchange there will be a massive double ventilation exhaust stack on the south-western corner of the interchange for the new M5 from Kingsgrove. For the stage 3 of WestConnex (M4-M5 link) we now discover there will another huge ventilation stack for the exit and entries for the tunnels under Newtown to Haberfield and Rozelle on the north western corner of the site. St Peters School would be severely affected by these unfiltered stacks. Four unfiltered emissions stacks are planned in Rozelle and two in Haberfield. With poisonous diesel particulates being spewed from these stacks and from the large number of exit portals proposed, residents' health will be compromised. This is negligent and an abrogation of our Governments duty of care to the residents of Sydney as the World Health Organisation in 2012 declared diesel particulates carcinogenic.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. City of Sydney experts and other academic experts have already rejected the traffic analysis on which WestConnex bases its case. Recently, Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. They are arguing that due to toll avoidance and the opening of Badgerys Creek airport, the actual traffic figures will be lower than predicted. In this situation, it would be negligent for NSW Planning to approve this project.

4. Added congestion on local roads

I also object to a project which will add to congestion on local roads in the Alexandria, Newtown, Enmore and Erskineville areas. The EIS does not adequately model the impact on local roads of Stage 3.

I object to the use of Darley Rd, Leichhardt as a dive site. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

5. Unreliable traffic figures in EIS

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)

6. Social and Economic Impacts of tolls on Sydney commuters

Toll avoidance would be a major impact of this project. The investigation and analysis of the impact of tolls is not adequate and underestimates the social, economic and health burden it will place on residents for decades to come.

7. Inadequate consultation process

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored.

Community consultation was conducted by PR people with little technical expertise. I found the whole process quite patronising and of no benefit.

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

Submission: Online Submission from Lorraine McNamara (object)

https://majorprojects.accelo.com/?action=view_activity&id=228197

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Mon, 16 Oct 2017 05:59:30 +0000
To: [REDACTED]
Subject: FW: Submission Details for William Forster (object)
Attachments: 228209_Murray Forster WestConnex EIS Objection_2017Oct16_1653.pdf

From: system@accelo.com On Behalf Of William Forster
Sent: Monday, 16 October 2017 4:54:19 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for William Forster (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: William Forster
[REDACTED]

Address:
[REDACTED]

ROZELLE, NSW
2039

Content:
See attached PDF

[REDACTED]
Submission: Online Submission from William Forster (object)
https://majorprojects.accelo.com/?action=view_activity&id=228209

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

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

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

To Whom it may Concern:

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

Dear Sir/Madam,

We are owner occupiers of 2 Hutcheson St, Rozelle and our side boundary is less than 20 metres from the Rozelle Railway Yards. Our block is elevated five metres above Lilyfield Road. We have lived in Rozelle for 15 years and have two young children who also attend Rozelle Public School.

We are very close to the construction and have several significant concerns and objections to the works proposed in the EIS.

- 1) We object to having the tunnels under our property. The proposed Northern Harbour Tunnel has the entry point channelled under Hutcheson St. This means our property will be among the closest to the tunnel. We are concerned about tunnelling noise, vibration damage, foundation impact, future viability of re-zoning to our block to allow construction below ground. If our objection isn't accommodated then we request that the tunnel is 65m below our property.
- 2) As we are in an elevated position, the road noise from the City West Link has become increasingly significant now the vegetation is being clearing within the Rozelle Railway Yards. This will get worse as this activity is completed over the next twelve months. We understand there is an effort to making the roads quiet in the tunnel. We request that the road surface of Lilyfield Road AND the City West Link to be covered in a similar surface to reduce the impact of increased traffic and noise in the area. We also request that there is a noise screen from the city west link on the north side of the road to minimize the noise on the Rozelle/Lilyfield side. The noise from the clearing works is already disruptive during the day and on Saturday. It's unimaginable how we'll live through seven years of constant noise – some of it 24/7 for years of this project.
- 3) We object to 24x7 truck movements. The noise and impact on our liveability in our house will be significant and there's no barriers that can be constructed that will give us noise relief as we are elevated above Lilyfield. Truck movements should be limited to daytime hours so we can sleep. Your EIS has 517 heavy vehicle one way trips per day – that's a truck every three minutes every day! It's impossible to sleep through that degree of works.
- 4) The proposed staging shed will be almost in our backyard at only 40 metres away and we need a period of the day to sleep and recover from the ongoing construction.
- 5) We request that you re-consider the broad generalization of the Noise Catchment Areas. We are in NCA24 and are 20 metres from the Rozelle Railway yards and less than 40 metres from the closest noise shed. However there are residents in NCA24 who live 100metres away from the Rozelle Railway yards. It seems silly to lump us all together. The noise impact to us will be substantial and there needs to be a much closer attention and consideration given to people who are literally on the doorstep of the construction

boundary. We believe we should be deemed a sensitive receiver for the duration of the works.

- 6) The current work being done with the construction of the Metro Light Rail within the Railway yards has already increased the degree of dust in the air. We are very concerned about the degree of pollutants in the soil – especially lead, asbestos and other toxins which are harmful – especially to our young children. This is likely to increase and the proposed controls are insufficient. There needs to be consideration to global best practices to protect locals. We would also like consideration to the remediation of the dust and damage to our property on an ongoing basis during the construction.
- 7) As we live less than 100m from the proposed ventilation stacks we object to having such a significant environmental and visual impact so close to our home. The stacks should be reduced in number and shared across the route of the tunnelling. We strongly object to any suggestions of increased stacks being placed in the Rozelle Railway yards. We don't want the vent near the Rozelle Public School on Victoria Rd to be moved into the Rozelle Railway yards. That would mean there are four proposed stacks on our doorstep.
- 8) We object to unfiltered ventilation stacks in the railway yards and on Victoria Road – we have young children who go to Rozelle Public School. There is no escape for these young lungs from the focused pollutants that come from the vents. The prevailing Easterly wind comes directly from the stacks to our property and as we are in an elevated position, we will be almost at the same height as the top of the stacks. We note that our politicians who support the West Connex also object to unfiltered smoke stacks when in their electorates and request equity in approach for a Labor held electorate.
- 9) We request greater information and control within the contractual framework that once the Sydney Motorway Corporation is sold that the construction framework isn't altered to the detriment of highly affect residents such as ourselves.
- 10) We request much more detailed information on the specific impact to us and our property and propose a meeting at our place of key project experts to aid us to understand the impact to our lives, our children and our property.

Please see the attached photos below which are taken from our house to provide an indication of the proximity and likely impact of the works to us, our children and our lives.

We appreciate your attention to these requirements and look forward to your detailed responses to our very specific concerns and objections.

Kind regards,

William Forster and Kirstine Murray

2 Hutcheson St

Rozelle NSW 2039





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

Name: Lachlan MacLennan

Signature: [Signature]

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

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

Address: 20 Fitzgerald St

Suburb: Newtown Postcode: 2042

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- ◇ 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.
- ◇ Rozelle Interchange and surrounds will experience **increased traffic with associated noise and air pollution**– most particularly at the **Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe**. These streets are already highly congested at peak times and with a massive number of extra truck movements and traffic associated with construction, these streets will become gridlocked during peak times.
- ◇ 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.
- ◇ 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.
- ◇ 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)
- ◇ 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)
- ◇ For example, the AECOM EIS for the New M5 failed to deal with how the massively contaminated land fill at Alexandria would be managed during construction. After months of sickening odours, the NSW EPA admits that despite fining SMC and requiring contractors to take measures to control odours, they have not stopped. It acknowledges that it does not have the power to stop work until WestConnex contractors comply with environmental regulations.

From: [REDACTED]
Sent: Mon, 16 Oct 2017 07:15:14 +0000
To: [REDACTED]
Subject: FW: Submission Details for Tatjana Djuric-Simovic (object)

From: system@acelo.com On Behalf Of Tatjana Djuric-Simovic
Sent: Monday, 16 October 2017 4:12:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Tatjana Djuric-Simovic (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Tatjana Djuric-Simovic

Address:

Lilyfield, NSW
 2040

Content:

I would like to object to the proposed EIS.

It is wrong to building highways as they plough through the areas, physically dividing neighbourhoods and financially devastating communities. Expanding highways and roads increases congestion by creating more demand.

THE EIS indicates that it does not commit contractors to what has been put for public comments. This means the detail of the design and construction approach presented in this EIS is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors. This process of public consultation and community engagement is rather meaningless.

There is a "fundamental law of highway congestion," which essentially says that people drive more when there are more roads to drive on-no matter how much traffic there is.

All the exhaust emissions from about 15km of freeway will be discharged out over Rozelle and Annandale from 3 unfiltered exhaust stacks.

There has been some discussion that the Iron Cove exhaust stack could be eliminated. This would simply shift a greatly increased burden of exhaust pollution to the stacks in Rozelle goods yards. This is totally unacceptable.

There is no proper analysis of the effect of prevailing winds on the distribution of pollutants from the exhaust vents.

*Given the failure of traffic prediction models for the Sydney cross city tunnel, one cannot have much faith in any traffic predictions relating to the WestConnex project in the inner west.

Submission: Online Submission from Tatjana Djuric-Simovic (object)
https://majorprojects.acelo.com/?action=view_activity&id=228173

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

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

From: [REDACTED]
Sent: Mon, 16 Oct 2017 07:18:13 +0000
To: [REDACTED]
Subject: FW: Submission Details for Kara Stariha (object)

From: system@accelo.com On Behalf Of Kara Stariha
Sent: Monday, 16 October 2017 5:15:04 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Kara Stariha (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kara Stariha
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:

Whilst I understand the benefits of this infrastructure plan, and in general agree with the design, there are four areas in which I believe the design could be improved, as follows:

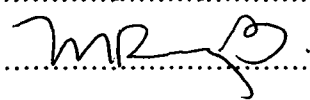
1. Extend Tunnel to Gladesville Bridge, to alleviate the already heavy traffic along Victoria Road
2. Exhaust stack should be filtered in all locations
3. Access for Terry St for those residents of the Balmain Peninsula
4. Resealing/new asphalt on Iron Cove bridge to reduce traffic noise.

I consider that point 1 is particularly important. Victoria Road is currently already at capacity, and has been particularly busy since the toll on the M4. It does not have the capacity to deal with an increased traffic load as would be introduced under the current plan.

[REDACTED]
 Submission: Online Submission from Kara Stariha (object)
https://majorprojects.accelo.com/?action=view_activity&id=228238

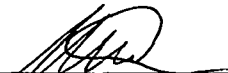
Submission for Job: #7485 WestConnex M4-M5 Link
https://majorprojects.accelo.com/?action=view_job&id=7485

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

Submission from:	Submission to:
Name: <u>Maribel Ruiz</u>	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature: <u></u>	Attn: Director – Transport Assessments
Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.	Application Number: SSI 7485 Application
Address: <u>30 Cambridge St</u>	Application Name: WestConnex M4-M5 Link
Suburb: <u>Enmore</u> Postcode: <u>2042</u>	

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

- i. The 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.
- ii. Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects ?
- iii. I am concerned that the AECOM, the company responsible for the EIS, always approves knocking down heritage buildings if the project requires it. It doesn't how much value it holds for the community, it must always be destroyed.
- iv. 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 to 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.
- v. 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.
- vi. 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.
- vii. A lot of work has gone into building cycling and pedestrian routes in Rozelle and Annandale. Interference and disruption of routes for four years is not a 'temporary' imposition.

Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <i>RON ROSALKY</i> Signature: 
Attention: 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 Name: WestConnex M4-M5 Link	Address: <i>122 ALBANY RD</i> Suburb: <i>STAMMONS</i> Postcode <i>2048</i>

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

- a) 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.
- b) 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.
- c) There are two areas in the Rozelle Rail Yards site where construction will be by cut and cover. These are the Portals for the Western Harbour Tunnel and the Portals for the M4/M5 link. This is of particular concern in the light of residents experiences in areas of Haberfield and St Peters where highly contaminated land areas were being disturbed. There was totally inadequate control of dust in these areas, where the dust would have been loaded with toxic chemical particulates. The old Rail Yards are highly contaminated land from their past use. The EIS gives no specific details of how this highly toxic threat is going to be securely managed. It is not acceptable for this to be decided only when the Construction Contracts have been issued, when the community will have no say or control over the methodology to be employed for removing vast amounts of contaminated spoil.
- d) I am appalled to learn that more than 100 homes including hundreds of residents will be affected by noise exceedences 'out of hours' in the vicinity of Darley Road, Leichhardt. This will not just be for a few days but could continue for years. Such impacts will severely impact on the quality of life of residents.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

I wish to submit my objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485. The reasons for objecting are set out below.

Name: PRATTI CHATTERJEE

Signature: [Signature]

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

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

Address: 174 DARLEY STREET

Suburb: NEWTON Postcode: 2042

Submission to:

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

Attn: Director – Transport Assessments

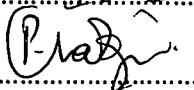
Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- ❖ Rozelle Interchange and surrounds will experience increased traffic with associated noise and air pollution– most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe. These streets are already highly congested at peak times and with a massive number of extra truck movements and traffic associated with construction, these streets will become gridlocked during peak times.
- ❖ The EIS states that after the M4-M5 opens, that traffic on Darley Road will increase by 4%. There is no benefit in the overall project for residents. During construction westbound traffic will increase on Darley Road by 37%. This increase in traffic for a period of up to five years will make it hazardous to cross the road and access the light rail and travel to Blackmore oval, the bat run, the dog park and the Leichhardt pool. In addition, it will drastically increase both local traffic and outer area traffic at peak commute times. We therefore object to the location of this site based on the unacceptable traffic impacts it will have on road users and on residents.
- ❖ 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.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director Application Number: SSI 7485 Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 Application Name: WestConnex M4-M5 Link	Name: PRATICH CHATTERJEE Signature:  Address: 174 DARLEY STREET Suburb: NEWSDOWN Postcode: 2042 Please include my personal information when publishing this submission to your website. I HAVE NOT made reportable political donations in the last 2 years.
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I submit my objection to the WestConnex M4-M5 Link proposals for the reasons stated below, and request the Minister reject the application entirely, and cause the proponents to reissue an EIS that is based on a fully researched, developed, and budgeted concept design, and require the proponents to prepare a new business case against that design.

- | | |
|---|---|
| <ul style="list-style-type: none"> ◇ Other planning issues are excluded from cost-benefit analysis, which is a key component of developing a business case: <ul style="list-style-type: none"> ▪ No analysis of equity impacts of the infrastructure investment and the tolling regime, given the lower socio-economic status of many areas of Western Sydney, and the requirement for potential users of WestConnex to own or pay for access to a private vehicle to be able to use it ▪ The localised impact of air quality around the ventilation outlets should have been accounted for. ▪ Impacts associated with loss of amenity from reduced access to open space should have been accounted for. ◇ There will be major impacts on the Anzac Bridge with a projected increase of 60% in daily traffic. There will also be major impacts to the Sydney City Centre. The EIS states that this will lead to major impacts on bus travel time and reliability. The EIS's suggests that people will have to adjust their travel times to starting for work earlier and finishing later. This is unacceptable and underlines Westconnex's waste and total failure. ◇ Lack of ability to comment on the urban design as part of the approval process - The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken ;during detailed design'. The | <p>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.</p> <ul style="list-style-type: none"> ◇ The Westconnex has been described as an integrated transport network solution. This is totally untrue as the role and integration with public transport and freight rail has not been assessed. The Government recently committed to a Metro West so this throws into question the need for Westconnex. This is especially so as the Westconnex business case outlines a shift from public transport to toll roads as a benefit. This needs to be justified economically. The EIS does not do this. ◇ The EIS is a strategy only document, it does not commit to any design and it therefore does not address any local impacts created by the proposed M4-M5 Link. Rather it prepares the pathway for sale of the Sydney Motorways Corporation to the private sector, removing from the responsibility, oversight and control of the Government the final design, cost and implementation of the M4-M5 Link. |
|---|---|

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Submission from:	Submission to:
Name:..... <u>PRATECHT CHATTERJEE</u>	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature:..... <u>[Signature]</u>	Attn: Director – Transport Assessments
Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.	Application Number: SSI 7485 Application
Address: <u>174 DARLEY STREET</u>	Application Name: WestConnex M4-M5 Link
Suburb: <u>NEWDMAN</u>Postcode:..... <u>2042</u>	

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**

- *The Concept Design was a woefully inadequate document totally devoid of any real depth of detail in terms of maps, scales, distances with only vague suggestions and glamorized Artist's Impressions of an idealized view of what Stage 3 would be like. It was another example of current city planning documents that consistently accentuate huge areas of tranquil green spaces with families and children out walking and riding bicycles in idealized parks and suburbs. All this is total PR spin and bears no reality about the real outcome of the build. It bears no reality as to what Stage 3 of Westconnex will be like.*
- *The traffic around St Peters expected to be heavier because of the increased road access to the new Interchange will adversely affect our community because moving around to our parks and to the shops, to the buses and to the train stations, for pedestrians and cars, will be more difficult. Our community is being sacrificed for the marginal improvement in traffic movement elsewhere in Sydney. No measures to ameliorate the impact are mentioned. This is unacceptable.*
- *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.*
- *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 states that Darley Road is a contaminated site, likely including asbestos. There is a risk to the community associated with spoil removal, transfer and handling. We object to the selection of the site based on the environmental risks that this creates, along with risks to health of residents.*
- *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.*

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director

Application Number: SSI 7485

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

Application Name:

WestConnex M4-M5 Link

Name:

PATRICIA CHATTERJEE

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

Address:

174 DARLEY STREET

Suburb:

NEWTOWN

Postcode

2042

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

- The EIS admits that it is not even known what excavation would be undertaken at the White Bay Power station. I am particularly concerned about the old water channels and the southern penstock which are part of Sydney's industrial heritage. How could an EIS for such a major project be put forward on this basis? It is fatuous to state that "physical and indirect impacts on this heritage element should be avoided" and suggest that a future plan should be done. Why isn't the need for excavation known? This raises great concerns about the 'indicative only' nature of the work that has been done before this EIS. Why is there such a rush? This EIS is not complete and should be rejected for that reason.
- Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Fine particulate matter is linked with Asthma, Lung Disease, Cancer, Stroke and poor lung development in children. Those most at risk are the old, the young and the unborn of pregnant women.
- Cumulative construction impacts - Camperdown. The EIS states that residents will likely be subject to cumulative construction impacts as several tunnelling works activities may operate simultaneously (10-119, EIS) No mitigation steps are proposed to ease this impact on those affected.
- This EIS treats the public with contempt. It offers no final design, no commitment to an outcome and only the most vague and unreliable traffic modelling. It seeks to get NSW Government approval so that the opportunity to design, build, operate, maintain and toll the road can be sold to private investors, completely outside of the view of the public who will bear the effects on their community for the next 100 years. This is a continuation of the appalling disregard for transparency and disregard of the population that bears the brunt of the WestConnex traffic impacts. It displays a lack of understanding of contemporary good practice in transport problem resolution.
- The EIS is based on the fallacy that the M4 and M5 need linking when they are already linked by the M7, A6 and A3. The A3 is the primary eastern link between the two motorways and is shown in the State Road network hierarchy as the M4-M5 Connector.
- Ground-borne out-of-hours work - Camperdown The EIS acknowledges the noise and vibration impacts and the need for work to occur outside of standard daytime construction hours. It simply states that 'the specific management strategy for addressing potential impacts associated with ground-borne noise...would be documented in the OOHW protocol. This is inadequate as the community have no opportunity to comment on the OOHW protocol or the management of the ongoing impacts to which they will be subjected.

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: William Wright

Signature: [Signature]

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

Address: 204-206 ENMORE RD

Suburb: ENMORE Postcode 2204

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- i. 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
- ii. The Health costs of outdoor Air Pollution in Australia are up to \$8.4 Billion a year. The Health costs of Particulate Pollution in the Sydney Greater Metropolitan area is around \$4.7 Billion a year. With no filtration on the Westconnex tunnels these Health costs will rise substantially.
- iii. Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Particulate matter is linked with Asthma, Lung Disease, Cancer and Stroke.
- iv. Noise mitigation – Leichhardt. The noise mitigation proposed in the EIS is unacceptable. No detail of noise walls is provided, giving residents no opportunity to comment on whether final impacts are acceptable. This is despite the fact 36 homes are identified in the EIS as severely affected by construction noise. The acoustic shed proposed is of the lowest grade and does not cover the entire site, resulting in noise impacts from the movement of trucks in and out of the tunnel access point. The highest grade acoustic shed should be provided, with the shed covering the entire site. The additional noise mitigation such as noise walls, need to be det out in detail so that residents can properly comment on the impacts.
- v. I am concerned that the AECOM, the company responsible for the EIS, always approves knocking down heritage buildings if the project requires it. It doesn't how much value it holds for the community, it must always be destroyed.
- vi. The decision to build a three-stage tollway instead of expanding public transport has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
- vii. Rozelle Interchange and surrounds will experience increased traffic with associated noise and air pollution– most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe. These streets are already highly congested at peak times and with a massive number of extra truck movements and traffic associated with construction, these streets will become gridlocked during peak times.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____


Submission from:	Submission to:
Name: <u>Don</u>	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature: <u>[Signature]</u>	Attn: Director – Transport Assessments
Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.	Application Number: SSI 7485 Application
Address: <u>19 Endeavour Street</u>	Application Name: WestConnex M4-M5 Link
Suburb: <u>Newtown</u> Postcode: <u>2542</u>	

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

- i. The 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.
- ii. Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects ?
- iii. I am concerned that the AECOM, the company responsible for the EIS, always approves knocking down heritage buildings if the project requires it. It doesn't how much value it holds for the community, it must always be destroyed.
- iv. 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 to 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.
- v. 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.
- vi. 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.
- vii. A lot of work has gone into building cycling and pedestrian routes in Rozelle and Annandale. Interference and disruption of routes for four years is not a 'temporary' imposition.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: SIGRIO ALCYJA MIECH Signature: 
Attention: Director – Transport Assessments	Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: 23 Gibbons St Suburb: CAMPERDOWN Postcode 2050

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

- I do not consider so many disruptions of pedestrian and cycle ways to be a 'temporary' impact. Four years in the life of a community is a long time. The EIS acknowledges that there will be more danger in the environment around construction sites. It is a serious matter to deliberately take steps to reduce the safety of a community, especially when as the traffic analysis shows there will be a legacy of traffic congestion even in 2033. A promise of a plan is NOT an answer to those concerned about the impacts.
- The impact of the project on cycling and walking will be considerable around construction sites. The promise of a construction plan is not sufficient. There has not been sufficient consultation or warning given to those directly affected or interested organisations. There needs to be a longer period of consultation so that the community can be informed about the added dangers and inconvenience, especially when you consider that it is over a 4 year period.
- 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.
- Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.
- There is a higher than average number of shift workers in the Inner West. The EIS acknowledges that even allowing for mitigation measures such as acoustic sheds and noise walls, shift workers will be more vulnerable to impacts of years of construction work and will consequently be at risk of a loss of quality of life, loss of productivity and chronic mental and physical illness.
- The 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 _____

Attention Director

Application Number: SSI 7485

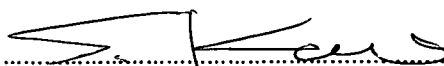
Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name:

SILVIA KOVAC

Signature:



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

Address:

42 DICKSON ST

Suburb:


NEWTOWN

Postcode

2042

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

- ◇ The warm and caring words contained in the EIS, ref Sustainability Management Strategy, have not been reflected in the wanton destruction of homes, trees and habitat already. Why should we believe them?
- ◇ I am concerned that while the EIS finds that tolls do weigh more heavily on lower income motorists, there is no serious analysis of the blatant unfairness of letting of private consortium toll people for decades in order to pay for less profitable tollways for wealthier communities.
- ◇ 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.
- ◇ 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.
- ◇ 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 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).
- ◇ It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.

Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: SUE BIDWELL Signature: 
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: 44 GIPPS ST Suburb: BIRCHGROVE Postcode 2041

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)

Attention Director

Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name:

Signature:

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

Address:

Suburb:

Postcode

Lauren McAuliffe
L McAuliffe
56 Great Buckingham St
Redfern 2016

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

- A. THE LATEST EIS WAS RELEASED JUST TEN BUSINESS DAYS AFTER FEEDBACK PERIOD ENDED FOR THE CONCEPT DESIGN FOR THE M4/M5 AND BEFORE PRELIMINARY DRILLING TO ESTABLISH A ROUTE THROUGH THE INNER WEST IS COMPLETED. WHAT IS THE RUSH? THIS EIS IS LITTLE MORE THAN A CONCEPT DESIGN AND IS FAR LESS DEVELOPED THAN EARLIER ONES. IT IS COMPOSED OF MANY INDICATE ONLY PLANS SUCH THAT IT IS IMPOSSIBLE TO KNOW WHAT THE IMPACTS WILL BE AND YET APPROVAL IS BEING SOUGHT IN A RUSH. THE EIS IGNORES MORE THAN 1500 SUBMISSIONS, INCLUDING ONE OF 142 PAGES FROM THE INNER WEST COUNCIL.
- B. ONE TOLL ROAD LEADS TO ANOTHER 3 BEING PROPOSED. THE EIS'S FOR THE M4 EAST AND THE NEW M5 ARGUED THE CASE THAT SERIOUS CONGESTION CREATED NEAR INTERCHANGES WOULD BE SOLVED ONCE THE M4/M5 WAS BUILT. NOW IT SEEMS THIS IS NOT THE CASE AND MORE ROADS WILL BE NEEDED TO RELIEVE THE CONGESTION – WHERE DOES THIS END? ACCORDING TO THE M4/M5 EIS THE REAL BENEFITS WILL DEPEND ON BUILDING THE WESTERN HARBOUR TUNNEL, THE AIRPORT LINK AND A TOLLWAY HEADING SOUTH. NONE OF THESE PROJECTS HAVE BEEN PLANNED, LET ALONE APPROVED BUT YET ARE PART OF ADDRESSING THE CONGESTION IMPACTS ACKNOWLEDGED FOR THE M4/M5 LINK PROJECT. GIVEN THIS HOW IS IT POSSIBLE TO KNOW OR ADDRESS THE IMPACTS OF THE M4/M5 LINK, UNLESS THIS IS JUST YET MORE JUSTIFICATION FOR YET MORE ROADS?
- C. RESEARCH ABOUT ROADS CLEARLY DEMONSTRATES THAT ROADS CREATE CONGESTION. THE WESTCONNEX PROJECT IS NO DIFFERENT AND THE EIS CLEARLY INDICATES THAT THIS IS AN IMPACT OF THE M4/M5 AND THE CONSEQUENT ROADS THAT WILL FOLLOW. WHERE WILL THIS END AS THE M4/M5 LINK EIS ITSELF INDICATES THE RMS IS ALREADY HARD AT WORK CONSIDERING HOW TO SOLVE THESE PROBLEMS – OF CONGESTION CAUSED BY ROADS.
- D. WHERE IS THE COMMITMENT TO COMMUNITY CONSULTATION AND TO LONG TERM PLANNING WHEN THE EIS FOR THE M4/M5 LINK IS RELEASED BEFORE ANY RESPONSE TO THE EXTENSIVE COMMUNITY FEEDBACK ON THE M4-M5 LINK CONCEPT DESIGN COULD POSSIBLY HAVE BEEN SERIOUSLY CONSIDERED. THIS DEMONSTRATES DEEP GOVERNMENT CONTEMPT FOR THE PEOPLE OF NSW AND THE COMMUNITIES OF THE INNER WEST OF SYDNEY IN PARTICULAR.
- E. THE EIS WAS PREPARED BY GLOBAL ENGINEERING FIRM AECOM, WHICH ALSO PREPARED THE EIS FOR STAGES 1 AND 2. WHEN HE APPROVED THESE EARLIER STAGES, THE THEN MINISTER FOR PLANNING ROB STOKES POINTED TO CONDITIONS OF APPROVAL THAT WOULD MINIMISE IMPACTS ON COMMUNITIES. BUT THE IMPACTS HAVE TURNED OUT TO WORSE THAN EXPECTED.
- F. FOR EXAMPLE, THE AECOM EIS FOR THE NEW M5 FAILED TO DEAL WITH HOW THE MASSIVELY CONTAMINATED LAND FILL AT ALEXANDRIA WOULD BE MANAGED DURING CONSTRUCTION. AFTER MONTHS OF SICKENING ODOURS, THE NSW EPA ADMITS THAT DESPITE FINING SMC AND REQUIRING CONTRACTORS TO TAKE MEASURES TO CONTROL ODOURS, THEY HAVE NOT STOPPED. IT ACKNOWLEDGES THAT IT DOES NOT HAVE THE POWER TO STOP WORK UNTIL WESTCONNEX CONTRACTORS COMPLY WITH ENVIRONMENTAL REGULATIONS.

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <i>Lavan McAuliffe</i>
	Address: <i>56 Great Buckingham St</i>
Application Number: SSI 7485	Suburb: <i>Hidferm</i> Postcode <i>2016</i>
Application Name: WestConnex M4-M5 Link	Signature: <i>Lavan McAuliffe</i>
Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.	

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

- ❖ I am appalled to learn that more than 100 homes including hundreds of residents will be affected by noise exceedences 'out of hours' in the vicinity of Darley Road, Leichhardt. This will not just be for a few days but could continue for years. Such impacts will severely impact on the quality of life of residents.
- ❖ 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.
- ❖ Residents of Haberfield should not be asked to choose between two construction sites. This smacks of manipulation and a deliberate attempt to divide a community. Both choice extend construction impacts for four years and severely impact the quality of life of residents. NSW Planning should reject the impacts on Haberfield as unacceptable. (page 106)
- ❖ Daytime noise at 177 properties across the project is predicted to be so bad during the years of construction that extra noise treatments will be required. There is however a caveat – the properties will change if the design changes. My understanding is that the design could change without the public being specifically notified or given the chance for feedback. This means that there is a possibility of hundreds of residents being severely impacted who are not even identified in this EIS. I find this completely unacceptable.
- ❖ I do not accept the finding in the Appendix P that there will be no noise exceedences during construction at Campbell Rd St Peters. There has been terrible noise during the early construction of the New M5. Why would this stop, especially given the construction is just as close to houses? Is it because the noise is already so bad that comparatively it will not be that much worse. This casts doubt on the whole noise study.
- ❖ I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.

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

Submission to:

Name: Danny Callion

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

Signature: [Signature]

Attn: Director - Transport Assessments

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

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

Application Number: SSI 7485

Address: 60 Anderson St

Application Name: WestConnex M4-M5 Link

Suburb: Alexandra Postcode: 2015

- ◇ 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.
- ◇ There will be 100 workers a day on the site, with provision for only 10-20 car spaces and there is a concession that local streets will be used, who will be 'encouraged' to use public transport. Our experience with the major construction sites in Haberfield, and St Peters that public transport is not used by the workers and that despite the fact they are not supposed to do so, they park in our local streets and cause strife with our residents.
- ◇ I 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 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.

- ◇ It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With four unfiltered emissions stacks in the area plus a large number of exit portals, the residents of this area will suffer greatly from poisonous diesel particulates. This is negligent when you consider that, the World Health Organisation in 2012 declared diesel particulates carcinogenic. "As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments. Your Education Minister Rob Stokes declared in 2017, "No ventilation shafts will be built near any school."
- ◇ The EIS states that traffic congestion around the St Peters Interchange is expected to be worse after completion of the M5 and the M4-M5 Link particularly in the evening peak hour. The EIS admits that this will have a "moderate negative" impact on the neighbourhood in increasing pollution (also admitted separately) therefore in health impacts, on safety for foot and cycle traffic but also for vehicles and on the local amenity.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director

Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name:

Signature:

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


Address:

Suburb:

Postcode

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

- ✚ It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With four unfiltered emissions stacks in the area plus a large number of exit portals, the residents of this area will suffer greatly from poisonous diesel particulates. This is negligent when you consider that, the World Health Organisation in 2012 declared diesel particulates carcinogenic. "As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments. Your Education Minister Rob Stokes declared in 2017, "No ventilation shafts will be built near any school."
- ✚ 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.
- ✚ The EIS states that property damage due to ground movement "may occur, further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement is lessened** where tunnelling is more than **35 metres underground**. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are astonishingly shallow eg **John St at 22metres Hill St at 28metres Moore St 27metres. Piper St 37metres(Vol 2B Appendix E Part 2) Catherine St at 28metres(Vol 2B Appendix E Part 1)**. At these shallow depths, the homes above would indisputably sustain serious structural damage and cracking. Without provision for full compensation for damage there would be no incentive for contractors or Roads and Maritime Services to minimise this damage.
- ✚ 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
- ✚ I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed. There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
- ✚ No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Izzy Parker</u>	
Application Number: SSI 7485	Address: <u>122 GOWBEST, NEWTOWN</u>	
Application Name: WestConnex M4-M5 Link	Suburb: <u>NEWTOWN</u>	Postcode <u>2042</u>
Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.		
Signature: 		

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:

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

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

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

Name: Sarah James

Signature: [Signature]

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

Address: 80 Marion St

Suburb: ENMORE Postcode: 2042

Submission to:

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

Attn: Director - Transport Assessments

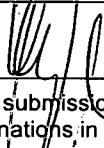
Application Number: SSI 7485

Application Name: WestConnex M4-M5
 Link

- 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, its use having grown enormously. It is travelling at full capacity at Peak hours. More services are being put in place. Apartment blocks are being built as close to the Light Rail corridor as possible. Residents see the Light Rail as an efficient, reliable and timely method of commuting to work. It is blatantly obvious that the Govt should be investing heavily in building and extending Light Rail, Metro and Rail. If this were pursued in a professional manner the necessity for trying to hoodwink the community into believing that Westconnex were needed would be totally unnecessary.
- Rozelle Rail Yards will have 400 car parking spaces provided for workers(EiS). The daily workforce for these sites is stated to be approximately 550. This means that 150 vehicles will need to park in nearby local streets which are already over-subscribed during weekdays by commuters taking the light rail.
- The EIS lacks sufficient focus on traffic congestion in the suburbs of Alexandria and Erskineville. Are these being ignored because they will be even more congested than currently.
- The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment.
- I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unliveable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.
- There is a higher than average number of shift workers in the Inner West. The EIS acknowledges that even allowing for mitigation measures such as acoustic sheds and noise walls, shift workers will be more vulnerable to impacts of years of construction work and will consequently be at risk of a loss of quality of life, loss of productivity and chronic mental and physical illness.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Fenwick Bass</u>	
Application Number: SSI 7485	Address: <u>19 Roberts Street</u>	
Application Name: WestConnex M4-M5 Link	Suburb: <u>St. Peters</u>	Postcode <u>2049</u>
Signature:  Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.		

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

- The EIS social and economic impact study acknowledged the high value placed on retaining trees and vegetation in the affected area but does not mention that WestConnex has already destroyed more than 1000 trees in the St Peters Alexandria area around Sydney Park alone.
- 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 Air quality data is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
- I am completely opposed to approving a project in which the Air quality experts recommend rather than filtering stacks extra stacks could be added later.
- 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.
- Streets in Haberfield would be subject to heavy vehicle traffic for a further four years, making at least 7 years of heavy impacts on a single suburb. The answer is not a "community strategy". Residents who believed that their pain would be over after the M4 east are now being asked to sustain a further four years of impacts. No compensation or serious mitigation is suggested.
- The EIS acknowledges that four years of M4/M5 construction would have a negative economic and social impact across the Inner West through interrupted traffic routes, slower traffic times, disruption with public transport, interruption with businesses and loss of connections across communities. This finding highlights the need for a proper cost benefit analysis for the project. Such social costs should not simply be dismissed with the promise of a construction plan into which the community has not input or powers to enforce.
- I do not consider it acceptable that cycling/pedestrian routes should be changed for four years in Annandale and Rozelle in ways that will make cycling more difficult and walking less possible for residents with reduced mobility. These are vital community transport routes.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Sarah Harrison</u>	
Application Number: SSI 7485	Address: <u>39 Paris Ave</u> Suburb: <u>Earlwood</u> Postcode <u>2206</u>	
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>	
Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.		

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

- The EIS 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.
- It is quite clear to me that insufficient research has been done on the archeology of the Rozelle Railway yards. This could be a valuable archeology site. Why has an EIS been put forward without the necessary research being done to further identify potential remains? No project should be approved on the basis of such an inadequate level of research.
- The WestConnex program of works has been described as an integrated transport network solution. However, the role and interdependency with public transport and freight rail is not considered. The recent Government commitment to a Metro West requires a rethink on the need for WestConnex. Particularly as the WestConnex business case outlines a mode shift from public transport to the toll road as a benefit required to justify it economically.
- 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 possible to form a properly informed understanding of the environmental impacts – the very purpose of the EIS.
- Ambient air quality - There is no evidence provided in the EIS that the ventilation outlets will be date. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.

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: Sarah Harrison

Signature: [Signature]

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

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

Address: 39 Paris Ave

Suburb: Edmondwood Postcode: 2206

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 traffic congestion around the St Peters Interchange is expected to be worse after completion of the M5 and the M4-M5 Link particularly in the evening peak hour. The EIS admits that this will have a "moderate negative" impact on the neighbourhood in increasing pollution (also admitted separately) therefore in health impacts, on safety for foot and cycle traffic but also for vehicles and on the local amenity.

✦ The Darley Road site will not be returned after the project, with a substantial portion permanently housing a Motorways Operations facility which involves a substation and water treatment plant. This means that the residents will not be able to directly access the North Light rail Station from Darley Road but will have to traverse Canal Road and use the narrow path from the side. In addition the presence of this facility reduces the utility of this vital land which could be turned into a community facility. Over the past 12 months community representatives were repeatedly told that the land would be returned and this has not occurred. We also object to the location of this type of infrastructure in a neighbourhood setting.

✦ It is clear from the EIS that spoil truck movements will not be confined to the City West link. At a community consultation it was

revealed that trucks removing spoil at Camperdown would very likely be travelling from the James Craig Rd area and in that case would be using the additional lane on the Crescent and then turning right up Johnston St. This is totally CONTRARY to what concerned residents had been promised would not happen. It is clear that any assurances given to the community in past consultations are totally disregarded without consultation later. This is unacceptable.

✦ 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 latest EIS was released just ten business days after feedback period ended for the Concept Design for the M4/M5 and before preliminary drilling to establish a route through the Inner West is completed. WHAT IS THE RUSH? This EIS is little more than a concept design and is far less developed than earlier ones. It is composed of many indicate only plans such that it is impossible to know what the impacts will be and yet approval is being sought in a rush. The EIS ignores more than 1500 submissions, including one of 142 pages from the Inner West Council.

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: MICHAEL MOUNTFORD

Signature: [Signature]

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

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

Address: 70 ANGER STREET,

Suburb: NEWTOWN Postcode: 2042

Submission to:


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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5
Link

- ◆ In the EIS there are indications of what is to be expected in the Rozelle Rail Yards construction site and the Crescent Civil site. But the EIS states that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed. This may result in major changes to the project design and construction methodologies. The community will have no input into this process, so the community is totally powerless to be able to comment on what will actually be proposed, how it will be carried out and what will finally be built. This is not acceptable.
- ◆ Many homes around the Rozelle Rail Yards and the Crescent Civil site will be noise affected, some will be highly noise affected. The expected duration of the cumulative works is 120 weeks, almost 3 years, when noise impact will be significant so it is essential that maximum noise mitigation measures are put in place. However the EIS contains only vague details of how mitigation will be carried out. There is no requirement that measures will in fact be carried out to address noise impacts. The approval conditions need to contain specific noise mitigation measures, that can be mandated and enforced. Areas that will be particularly highly noise affected are Bayview Crescent and Railway Parade, the Northern end of Rail Yard site and sections of Lilyfield Rd, Hornsey St, Quirk St and Robert St. Given their proximity, receivers located along Lilyfield Rd between Victoria Road and Gordon St which overlook the Rozelle Yards are likely to experience the greatest construction noise impact within the whole Rozelle area.
- ◆ The three Pollution Stacks in the Rozelle Rail yards are shown to be 38 meters high. This is a totally inappropriate location for these Pollution Stacks. The Rozelle Rail Yards are located in a valley. The Stacks will be on land that is approximately 3.5 meters above sea level. Balmain Road between Wharf Rd and Victoria Road is at an elevation of on average 37 meters. Orange Grove Primary School is at an elevation of 33.4 meters. Areas of Hornsey Rd Rozelle are at 28 meters. Around the junction of Annandale St and Weynton St in Annandale the height above sea level is 29 meters. All these areas are in close proximity to these stacks. All the pollution being exhausted from these stacks will almost be on the same level as these locations and so will be blowing almost directly into these properties, especially in summer when many windows are open. This is not acceptable. In situations of no wind the pollution will accumulate in this valley area and make the surrounding area highly polluted. This is not acceptable. There are also at least 4 schools of Primary age children well within one kilometer of these Stacks. Young children are the most vulnerable to pollution related disease.
- ◆ 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.
- ◆ I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: THOMAS STOKES
	Address: 206 SLADE ROAD
Application Number: SSI 7485	Suburb: BARDWELL PARK Postcode 2201
Application Name: WestConnex M4-M5 Link	Signature: 
Please include my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.	

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

- 1.1599 residences or thousands of residents would have noise levels in the evening sufficient to cause sleep disturbance. The technical paper in EIS acknowledges that this is the case, even allowing for acoustic sheds and noise walls. Sleep disturbance has health risks including heightened stress levels and risk of developing dementia. This is simply not acceptable.
- 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.
- 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.
- 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. 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.
- I am very concerned by the finding that 162 homes and hundreds of individual residents including young children, students and people at home during the day will be highly affected by construction noise. These homes are spread across all construction sites. 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 for this, especially based on the difficulties residents near M4 East, M4 Widening and New M5 residents have experienced in achieving notification and mitigation M4 east and New M5. A promise of some future plan to mitigate by a construction company yet to be nominated is certainly not sufficient.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director

Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name: Gmm SmalSignature: [Signature]

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

Address: 2/319 Victoria PlaceSuburb: Dumma Postcode 2047**I object to the WestConnex M4-M5 Link proposals for the following reasons:**

- The EIS uses the term 'construction fatigue' to refer to the continuing impacts of construction. In St Peters construction work in relation to the M4 and M5 has been going on for years. Approval of this latest EIS will mean that construction impacts of M4 and New M5 will extend for a further five years with both construction and 24/7 tunnelling sites. In reality 'construction fatigue' means residents in St Peters losing homes and neighbours and community; roadworks physically dividing communities; sickening odours over several months, incredible noise pollution 24 hours a day and dangerous work practices putting community members at risk. These conditions have already placed enormous stress on local residents, seriously impacting health and well-being. Another 5 years will be breaking point for many residents. How is this addressed in the EIS beyond the acknowledgement of 'construction fatigue'. This is intolerable for the local community who bear the greatest cost of the construction of the M4 and M5 and the least benefit.
- The EIS at 12-57 describes possible disruptions of water supply to a vast area of Sydney as a result of tunnelling in the proximity of two major Sydney Water Tunnels in the Newtown area, stating "Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water Assets". Why has an EIS been published that infers that the tunnel alignments have been thoroughly surveyed and researched, when further survey work could dramatically alter the alignments in the future ?
- The EIS identifies hundreds of negative impacts of the project but always states that they will be manageable or acceptable even if negative. This shows the inherent bias in the EIS process.
- 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.
- 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.

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

GO-CONVENORS
SALLY HARDY +
RICHARD DUDLEY - SMITH

Name: No WestConnex Annandale

Attention: Director – Transport Assessments

Signature:

Application Number: SSI 7485 Application
Name: WestConnex M4-M5 Link

[Handwritten signature]

Please include ~~delete~~ (cross out or circle) my personal information when publishing this submission to your website.

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

Address: 374 Annandale St

Suburb: Annandale

Postcode: 2038

We object to the Westconnex M4-M5 link proposals in the 'Indicative Only' EIS for the following reasons and call on the Minister of Planning not to approve it.

The introduction of the EIS clearly states that the information in the EIS is "indicative of the final design only. The reality of this statement means that the project may be completely different to stated plans in the EIS. Furthermore although the EIS indicates what is to be expected when construction begins, it also states that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed upon. This may result in major changes to the project design and construction methodologies. The community would have no say in this process. We Object in the strongest matter to the indicative nature of the design & the methodologies used to put forward this EIS, which does not stand up to scrutiny

1. The Concept Design was a woefully inadequate document totally devoid of any real depth of detail in terms of maps, scales, distances with only vague suggestions and glamorized Artist's Impressions of an idealized view of what Stage 3 would be like. It was another example of current city planning documents that consistently accentuate huge areas of tranquil green spaces with families and children out walking and riding bicycles in idealized parks and suburbs. All this is total PR spin and bears no reality about the real outcome of the build. It bears no reality as to what Stage 3 of Westconnex will be like.
2. The EIS was released just 12 days after the closing date for submissions to the Concept Design. This categorically proves that all the Community Consultations and Submissions to the Concept Design were a total sham. There were at least 800 posts on the interactive map. These were limited as the community only had 140 characters available to make their point which was woefully inadequate. But there were at least 1500 written submissions, some of which were highly detailed and of considerable length. There is no way that all these submissions could have been read, considered, their arguments integrated into the EIS and then for the EIS of 7200 pages to be put together, printed and released 12 days after the the closing date for submissions to the Concept Design. There needs to be a major investigation into this flagrant abuse of the way NSW planning laws have been flouted for the whole of Westconnex and particularly Stage 3.
3. Rozelle Rail Yards and Rozelle Civil Site. It is clear that the most highly affected area of Stage 3 will be the Rozelle area and the massive and hugely complex Rozelle interchange. The suggestion that Westconnex is capable of building this is highly questionable. Nothing like this has been built anywhere else in the World. Considering the simple problems of dust management, noxious gasses and the handling of toxic materials like asbestos that have been so inappropriately dealt with on Stages 1 and 2 by Westconnex this intersection of Stage 3 is a disaster waiting to happen and should definitely not be allowed to proceed without a massive investigation. What has been shown in the EIS is totally inadequate for this project to be allowed to proceed.
4. In the EIS there are indications of what is to be expected in the Rozelle Rail Yards construction site and the Crescent Civil site. But the EIS states that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed. This may result in major changes to the project design and construction methodologies. The community will have no input into this process, so

the community is totally powerless to be able to comment on what will actually be proposed, how it will be carried out and what will finally be built. This is not acceptable.

5. In the EIS the Rozelle Rail Yards will have 400 car parking spaces for workers. There will be no car parking spaces at the Crescent Civil site. The daily workforce for these sites is stated to be approximately 550. This means that there will be approximately 150 additional vehicles that will not be able to park in the Construction sites on a daily basis. The EIS suggests workers use public transport. If not, they will have to park on local streets in the area. Parking is already at a premium in the surrounding suburbs and is worsening all the time with the success of the Light Rail and out of area commuters daily leaving their cars at the light rail stops. It is totally unacceptable that the local streets accommodate constructors extra vehicles on a daily basis for the construction period of 5 years in an area where parking is already at a premium.

6. The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street will greatly increase during the construction period and also be greatly increased by the time Stage 3 is completed. It states that Stage 3 will do nothing to improve traffic congestion in the area in fact it will add to the problem. Many of these areas are already congested at Peak times. This will be highly negative for the local area as more and more people try to avoid the congestion by using rat runs through the local areas on local streets.

7. There will be 5 entrances/exits to the Rozelle Yards site off Lilyfield Road for light vehicles and 2 entrances/exits for Heavy vehicles off the City West Link. The 2 entrances on the City West Link, one opposite the exit of the Crescent and one 400 metres further West on the City West Link will have to have traffic controls set up to allow trucks to access and exit. This will lead to a big increase in congestion in this area, the main route to Anzac Bridge and Victoria Rd.

8. The removal of spoil at the Rozelle Rail Yards will lead to the largest amount of Spoil truck movements on the entire Stage 3 project: 517 Heavy truck movements a day, of which 46 are stated to take place at Peak hours. There will also be 10 Heavy truck movements a day from the Crescent Civil Site. The sheer number of trucks on the road will lead to massive increases in congestion. Maps in the EIS have the spoil trucks going to and from these sites from the Haberfield direction on the City West Link. This is also the direction that is being proposed for spoil truck movements from Darley Rd which is said to have 100 Heavy truck movements a day. It is stated that the cumulative effect of truck movements from all sites on the City West Link will be 700 (one way) Heavy truck movements a day and of that 208 will be in Peak hours. This plan totally lacks credibility.

9. It is stated that if congestion proves to be a problem then other solutions will have to be found. Other routes that are being considered will be using the Western Distributor, the Crescent, Victoria Rd, Ross St, Pyrmont Bridge Rd and Johnston St. The Crescent and Johnston St are clearly going to be used. This despite the fact that in a consultation those representing Westconnex assured residents of Annandale that neither Johnston St or Booth St would be used. It is expected that these routes will also be used for night transport. It is clear that it is unlikely that transportation routes shown in the EIS will be adhered to. This is unacceptable.

10. The EIS states "that without the 'construction scenario' the City West Link/The Crescent and The Crescent/James Craig Road intersections are forecast to operate satisfactorily at LoS D or better in both Peak periods. With the 'construction scenario' the operational performance at the intersections is forecast to worsen". And after 5 years of construction and the spending of more than \$18 Billion the outcome at these locations will be worse.

11. 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.

12. The EIS states that by 2033 Ross St will see an increase of 80 heavy vehicles a day at Peak periods. The greatest increase of Heavy vehicles at the PM peak will be in Johnston Street, which will see an increase of about 30-50 vehicles when compared to the 'without project' scenario. At Catherine St there will

be an increase of 30 heavy vehicles a day at Peak periods. These streets will see a huge increase in Heavy vehicle movements if Stage 3 is built. The increase would be roughly half this amount if the project did not go ahead. Annexure Fig 26 B2 Section H.

13. The proposed work hours for the Rozelle Rail Yards are tunnelling and spoil handling 24 hours a day seven days a week. Civil construction Mon - Fri 7.00am – 6.00pm, Sat 8.00am -1.00 pm. There will be no night work at The Crescent Civil Site and the daytime hours are stated to be the same as at the Rozelle Rail Yards. However as has been experienced by those at Haberfield and St Peters these hours and especially late and night work have been extended and implemented when the schedule has fallen behind and this has led to physical and mental stress for many residents through interrupted sleep and loss of sleep especially with children. The roads and sites at night in the area will see a marked increase in noise from truck movements, truck reversing alarms and running machinery. It will also see a marked increase in light during the night hours with site illumination and vehicle head lights as has been experienced in other areas. These problems have not been properly addressed and are not adequately dealt with in the EIS.

14. Many homes around the Rozelle Rail Yards and the Crescent Civil site will be noise affected, some will be highly noise affected. The expected duration of the cumulative works is 120 weeks, almost 3 years, when noise impact will be significant so it is essential that maximum noise mitigation measures are put in place. However the EIS contains only vague details of how mitigation will be carried out. There is no requirement that measures will in fact be carried out to address noise impacts. The approval conditions need to contain specific noise mitigation measures, that can be mandated and enforced. Areas that will be particularly highly noise affected are Bayview Crescent and Railway Parade, the Northern end of Rail Yard site and sections of Lilyfield Rd, Hornsey St, Quirk St and Robert St. Given their proximity, receivers located along Lilyfield Rd between Victoria Road and Gordon St which overlook the Rozelle Yards are likely to experience the greatest construction noise impact within the whole Rozelle area.

15. 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.

16. The mainline tunnel alignment was influenced by a number of factors between Haberfield and St Peters. It is very concerning that one of these factors, states that this route was decided on for: "Future connections to the motorway network". This is of particular concern in the light of the Camperdown interchange removal. Westconnex was forced to remove this interchange due to pressure from the RPA Hospital, Sydney University and The Chinese Embassy. Knowing that the Camperdown Interchange was wanted it is highly concerning to see this reference to future motorway connections but no disclosures outlining where these connections maybe. The EIS also states that in 2016 extending a tunnel link to the South side of the Gladesville Bridge was seriously considered rather than to the Iron Cove Bridge but this was shelved due to costs. In light of the way residents and home owners have been dealt with by Westconnex the fact that other areas are being considered for add on sectors to this project is of great concern.

17. There are two areas in the Rozelle Rail Yards site where construction will be by cut and cover. These are the Portals for the Western Harbour Tunnel and the Portals for the M4/M5 link. This is of particular concern in the light of residents experiences in areas of Haberfield and St Peters where highly contaminated land areas were being disturbed. There was totally inadequate control of dust in these areas, where the dust would have been loaded with toxic chemical particulates. The old Rail Yards are highly contaminated land from their past use. The EIS gives no specific details of how this highly toxic threat is going to be securely managed. It is not acceptable for this to be decided only when the Construction Contracts have been issued, when the community will have no say or control over the methodology to be employed for removing vast amounts of contaminated spoil.

18. The Rozelle Rail Yards site is the location of 3 Unfiltered Pollution Stacks. There is a fourth stack on Victoria Rd close to Darling St. If the Western Harbour Tunnel is built there will also be a total of 7 Tunnel Portals. Tunnel Portals are also areas of high levels of pollution. It is totally unacceptable that the Pollution Stacks are unfiltered. In 2008 Gladys Berejiklian said of Labor "It's not too late, the Government can still ensure that filtration is a possibility. World's best practice is to filter tunnels. Why won't Labor allow people to sleep at night, knowing their children aren't inhaling toxins that could jeopardize their health now or in the future." It is totally unacceptable that the tunnels will not be filtered. Recently built tunnels in

Tokyo successfully filter 98% of all pollutants.

19. Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Particulate matter is linked with Asthma, Lung Disease, Cancer and Stroke.

20. Heart disease will skyrocket due to air pollution caused by Westconnex bringing more cars into the Inner West says Paul Torzillo, Head of Respiratory medicine at Royal Prince Albert Hospital. Inner West Courier 23rd May 2017.

21. The Health costs of outdoor Air Pollution in Australia are up to \$8.4 Billion a year. The Health costs of Particulate Pollution in the Sydney Greater Metropolitan area is around \$4.7 Billion a year. With no filtration on the Westconnex tunnels these Health costs will rise substantially.

22. The EIS shows a diagrammatic explanation of the way the polluted air will be expelled from the Westconnex tunnels. This method will work on straight tunnels of short distance providing there is no traffic congestion. There are already signs in tunnel locations in Sydney advising motorists to roll up their windows and put on their 'in vehicle circulating' air conditioning. This type of straight line pollution expulsion doesn't work if the tunnels go around corners, which is the case with the tunnels from the Rozelle Rail Yards site.

23. The tunnels under Rozelle/Lilyfield are going to be in three levels. The EIS does not explain what safety procedures are being built into the project to deal with situations like serious congestion, accidents or fire. With a serious hold up on the deepest of these tunnels it is clear that the air quality will very quickly become toxic unless substantial air conditioning is a major part of the design. There is no in depth detail about how these issues are going to be addressed. This is not acceptable.

24. The three Pollution Stacks in the Rozelle Rail yards are shown to be 38 meters high. This is a totally inappropriate location for these Pollution Stacks. The Rozelle Rail Yards are located in a valley. The Stacks will be on land that is approximately 3.5 meters above sea level. Balmain Road between Wharf Rd and Victoria Road is at an elevation of on average 37 meters. Orange Grove Primary School is at an elevation of 33.4 meters. Areas of Hornsey Rd Rozelle are at 28 meters. Around the junction of Annandale St and Weynton St in Annandale the height above sea level is 29 meters. All these areas are in close proximity to these stacks. All the pollution being exhausted from these stacks will almost be on the same level as these locations and so will be blowing almost directly into these properties, especially in summer when many windows are open. This is not acceptable. In situations of no wind the pollution will accumulate in this valley area and make the surrounding area highly polluted. This is not acceptable. There are also at least 4 schools of Primary age children well within one kilometer of these Stacks. Young children are the most vulnerable to pollution related disease.

25. 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.

26. 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.

27. Land Subsidence in the areas of all tunnel routes is of great concern to all residents. This is of especial concern in the Rozelle /Lilyfield area where there are layers of tunnels. There is likely to be ongoing and

considerable subsidence even when the tunnels are built due to the ongoing necessity to remove ground water from the tunnels. This will lead to a slow drying out of the sandstone and hence settlement.

28. Generally the risk of settlement is lessened where tunnelling is more than 35m. In the Rozelle area the tunnel will be at 30m in the Brockley St & Cheltenham St area, and it will be less than that in the Denison St area. Also it is planned to have another layer of tunnels above that in the Denison St area. From the cross section diagram Vol 2B appendix E part 2 the suggestion is that this higher level of tunnels will be at no more than 12m. This is of major concern. Numbers of people in the ongoing construction of Stage 1 and 2 have suffered extensive damage to their homes costing thousands of dollars to rectify caused by vibration and tunnelling activities and although they followed all the elected procedures their claims have not been settled. This is totally unacceptable. There is nothing addressing these major concerns in the EIS.

29. The widening of the Crescent between the City West link and Johnston St with an extra lane being constructed will lead to heavy traffic congestion. This will be exacerbated still further by extra traffic light control cycles being incorporated into the signaling at both Johnston St and at the City West Link, with the inclusion of an extra traffic light control 400m West from the Crescent / City West Link junction to manage the movement of large numbers of spoil trucks.

30. It is clear from the EIS that spoil truck movements will not be confined to the City West link. At a community consultation it was revealed that trucks removing spoil at Camperdown would very likely be travelling from the James Craig Rd area and in that case would be using the additional lane on the Crescent and then turning right up Johnston St. This is totally CONTRARY to what concerned residents had been promised would not happen. It is clear that any assurances given to the community in past consultations are totally disregarded without consultation later. This is unacceptable.

31. Along with the widening of the Crescent at Annandale the White's Creek bridge is to be rebuilt. This will mean that the road in this area will be reduced in width as first one side of the bridge is rebuilt followed by the other. Added to the additional volume of trucks from the Rozelle Rail Yards, the Crescent Civil site and the Camperdown site this is going to lead to massive congestion on Johnston St and all along the Crescent towards Ross St and make it virtually impossible for residents to exit and return to their local area. It is most likely that the commercial sectors of the Tramsheds development will be badly affected.

32. The removal of Buruwan Park between the Crescent and Bayview Crescent/Railway Pde Annandale to accommodate the widening realignment of the Crescent would be a particular loss of badly needed parkland in this Inner City area. Currently we have fewer parks than almost any suburb in Sydney so this would have a direct impact on local people. Buruwan Park also lies on a major cycle route from Railway Pde through to Anzac Bridge, UTS and the CBD. The alternative route being suggested is poor and takes no real account of trying to encourage cycling as a mode of transport. Cycling should be made as easy as possible to get more ordinary commuters to bicycle and the alternative to the current level route directs cyclists to Johnston St and then up Bayview Crescent arguably the steepest road in Annandale.

33. One of the main reasons for establishing Buruwan Park was as a relatively quiet nature corridor for wildlife not for successions of children's parties so the assessment of this area in the EIS is entirely blinkered and inaccurate. The Rozelle Rail Yards site that may appear to development driven planners as an unattractive and wasted eyesore is ironically a very important nature reserve. It is perhaps the only area in the Annandale/Glebe area where Fairy Wrens can be found because of the substantial bush cover. This is very important as where these birds are found nature tends to be in balance which is not the case in parks like Easton Park and Bicentennial Park.

34. 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, its 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.

35. The EIS states that the Rozelle interchange and the surrounds of the Anzac Bridge are currently close to capacity. With the proposed project construction the area is going to be subjected to a huge increase in vehicle movements throughout the area for 5 years. Even the 'with project' scenario states that this area will experience no improvement and if anything the current situation will be worse. This is totally unacceptable and proves that the whole project is a complete White Elephant. Indeed it is stated in the EIS that the only

way to mitigate for this situation by 2033 is for the working population to adjust their work hours. "Due to forecast congestion, some of this traffic is predicted not to be able to start or finish their journey within the peak period. Some drivers will therefore choose to make their journey either earlier or later in the peak period to avoid delay. This behavior is called 'peak spreading'..." This is a categorical admission of failure of this complete project and a stupendous waste of Tax Payers money.

36. In 2033 with the M4 - M5 link the WRTM is forecasting reductions in peak travel times between the M4 corridor and the Sydney Airport/Port Botany area. The times savings that are quoted are miniscule! Between Parramatta and Sydney Airport the time saving is 10 minutes. Between Burwood and Sydney Airport the time saving is 5 minutes. Between Silverwater and Port Botany the time saving is 10 minutes. So for well over \$20Billion all that can be saved is just a handful of minutes! This total waste of public money is completely unacceptable.

37. Before the issuing of this EIS, work had already begun on clearing the Rozelle Rail Yards site. There has been growing consternation and concern in the community which has been raised in State Parliament that the removal of the freight lines at this site constitute 'Public Transport Sabotage' and that the sole purpose of this move is to remove any chance of a Public Transport corridor being retained for future transport use that could so easily and relatively inexpensively be used to service a large part of the Balmain Peninsular and so radically improve the level of future congestion which is already at a totally unacceptable level. There is absolutely no valid argument to support what has been allowed to take place at this site. The only possible conclusion that can be made is that this is a totally corrupt decision made by vested interests with the connivance of the current NSW Government. The EIS should have categorically stated that a Public Transport Corridor was being retained through this area for future public transport use. What has happened is totally unacceptable.

38. Recently Andrew Constance has been quoted numerous times promoting his vision of the transport future and some of these views are aired in the EIS but the vision put forward is highly visionary with no practical detail addressing how these changes are going to be brought about and so they are totally unrealistic. For example it is starting to be commonly accepted that car manufacturers will be reducing production of petrol/diesel cars before 2040 probably starting in 2030. It is proposed that electric cars will then take over. It is suggested that cars will be charged over night at people's homes. 'Virtually no one in the Inner City Suburbs has a garage. Are all the streets throughout all the suburbs going to be fitted out with charging points outside all the houses, similar to parking meters? We have all watched the shambles of the rolling out of the NBN it would be mind blowing to watch what would happen with the rolling out of charging points to each household without a garage and it would take years to achieve. There are virtually no recharging points at any Fuel Stations anywhere as yet and to set these up will take years. A large part of the population run older cars, because that is all they are able to afford. It will take many years for these petrol/diesel cars to disappear. Andrew Constance has also said that when everyone is driving an autonomous car average speeds will be reduced but as they are not being controlled by individual drivers this will mean they will be able to travel much closer together and so there will not be so much delay caused by spread out congestion. If this is to be so perhaps the suggestion could be made that some mechanism could be employed which would enable these cars to link together; if that could be done then they could form -a TRAIN - and then really travel at speed!

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

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

Name:	Krish Edecta		
Address:	48 Edwth St	Suburb	ST Peler
Signature:			Post Code 2044
Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / <input type="radio"/> No			
Declaration: I have not made any reportable political donations in the last 2 years.			

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

Pedestrian and cyclist movements

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

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

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

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

assessed by the proponent.

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

Light rail access

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

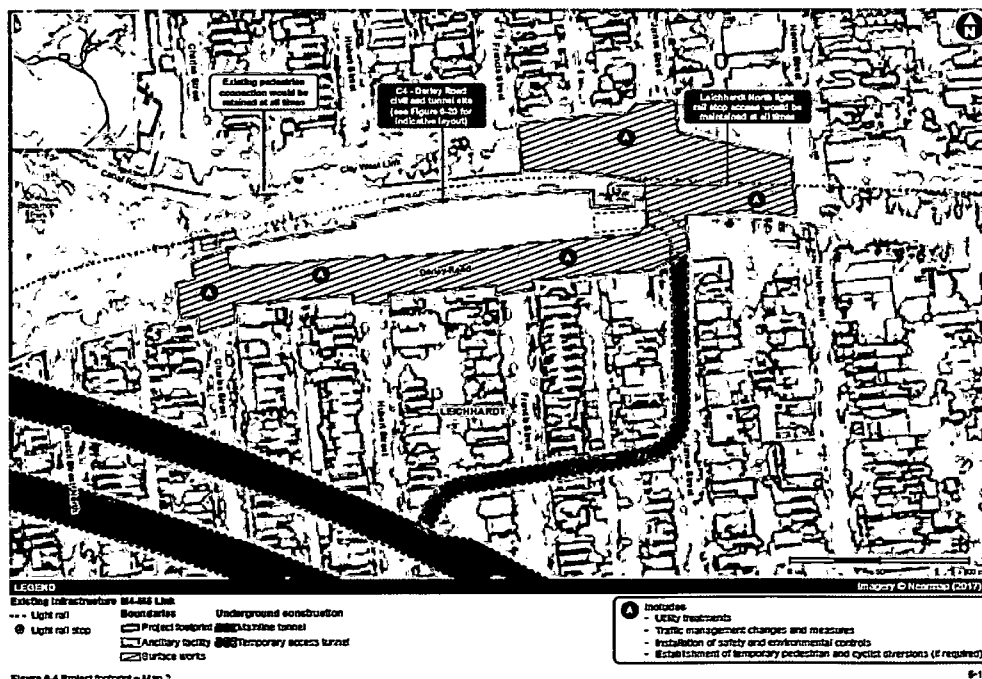


Figure 6-4 Project footprints - Map 2

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>CREZ & NICKY SEETO</u>
	Address: <u>12 Waratah St</u>
Application Number: SSI 7485	Suburb: <u>Richmond</u> Postcode <u>2040</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>
Please include my personal information when publishing this submission to your website Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.	

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

1. I further object to the proposal to the Darley Road civil and tunnel site for the reasons set out in this submission.
2. The EIS should not be approved 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 EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS is riddled with caveats and lacks clear obligations and requirements of project delivery. The additional effect of this is that the community and other stakeholders such as the Council will be unable to undertake compliance activities as the conditions are simply too broad and lack any substantial detail.
3. The impacts in the EIS are misleading because they do not include any detail of the cumulative impact caused by the overlaps in the construction periods of the New M5 and M4 (of up to one year). 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 multiple WestConnex projects. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure. Nor does the EIS provide for any traffic management to prevent rat running during the period of construction, when Stages 1 and 2 have opened. The EIS should not be approved without this detail and adequate plans to manage this impact.
4. 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)
5. The EIS states that all vegetation on the Darley Road site will be removed. This includes a mature large tree which provides a visual and noise barrier from the City West Link. The tree should not be permitted to be removed.
6. Despite the fact the EIS identifies over 30 homes with severe noise impacts, no mitigation is mandated. While the possibility of noise walls is flagged, along with in-home treatments, none of this is a requirement. Nor is any detail provided on which residents or business owners can comment. No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Anno Burr</u>	
Application Number: SSI 7485	Address: <u>71139 Homer St.</u>	Postcode <u>2206</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>	
Please <u>include</u> / <u>delete</u> (cross out or circle) my personal information when publishing this submission to your website. Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.		

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

1. The EIS at 7-21 states that Community Update Newsletters were distributed to residents 'near the project footprint' in many suburbs. This statement is simply not correct. No such newsletters were received by residents in central and northern Newtown. SMC was made aware of this fact, but has not responded to verbal and written requests for audited confirmation of the addresses 'letterboxed'. This statement of community engagement should be rejected by the Department.
2. The EIS at 7-25 refers to 876 comments (limited to 140 characters) made via the collaborative map on the Concept Design 'up to July' that were considered in the preparation of the EIS. It does not mention the many hundreds of extended written submissions that were lodged in late July and early August. These critical 'community engagement' feedback submissions have clearly not been considered in the preparation of the EIS. This casts doubt over the integrity of the entire EIS process.
3. The EIS at 7-51 refers to concerns that were raised by the community that the alignment of tunnels in Newtown appeared to go to the east of King Street, an area that had had no geotech drilling or testing. SMC staff indicated at Community information sessions that the maps included in the Concept Design were broad and indicative only, and that further details would be available in the EIS. No further details have been provided. This casts doubt over the integrity of the entire EIS process.
4. The EIS at 7-41 acknowledges that there is great concern in the community that King Street, Newtown, will be made a 24-hour clearway, stating "Roads and Maritime has no plan to change the existing clearways on King Street". This statement is deliberately misleading, inferring SMC has authority over regional roads. Roads and Maritime have the unfettered right to declare Clearways wherever/whenever and RMS has **NEVER** stated publicly that King St will not be subject to clearways.
5. SMC have made it all but impossible for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. Monday and Wednesday: 10am to 7pm. Tuesday: 10am to 6pm. Thursday and Friday: 10am to 5pm. Saturday and Sunday: 11am to 4pm. This restricted access does NOT constitute open and fair community engagement.
6. EIS 6.1 (Synthesis, Page 45) describes the Process for addressing project uncertainties. *"The EIS is based on the concept design developed for the project. As such, it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in Chapter 1, construction contractors (for each stage of the project) would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval"*. The EIS should not be approved till the bulk of these 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment.
7. The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.

I call on the Minister for Planning to reject this project and demand that the government re-think the transport planning for the whole metropolitan area taking into account long term sustainability over short-term private profit.

Campaign Mailing Lists: I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name: _____ : Email: _____ : Mobile _____

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Spencer Dray</u>	
Application Number: SSI 7485	Address: <u>16 Denton Rd</u> Suburb: <u>Lewisham</u> Postcode: <u>2049</u>	
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>	
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.

Campaign Mailing Lists: I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name: _____; Email: _____; Mobile _____

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>STEVE TONKIN</u>
	Address: <u>181 CHURCH ST</u>
Application Number: SSI 7485	Suburb: <u>CAMPERDOWN</u> Postcode <u>2050</u>
Application Name: WestConnex M4-M5 Link	Signature: 
Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website Declaration: 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: <i>DK Depre</i>
	Address: <i>18 Davies St.</i>
Application Number: SSI 7485	Suburb: <i>Leichhardt</i> Postcode: <i>2040</i>
Application Name: WestConnex M4-M5 Link	Signature: <i>[Signature]</i>
Please <u>include</u> my personal information when publishing this submission to your website Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.	

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

1. I object to the selection of Darley Road as a civil and construction site on the following grounds.
2. I object to the proposal that 170 heavy and light vehicle movements a day will occur at this site. This will create an unacceptable risk to pedestrians and bicycle users. The EIS should not permit any truck movements near the Darley Road site. The alternative proposal which provides that all spoil trucks enter and leave from the City West link is the only proposal that should be considered. The EIS does not mention that 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.
3. I 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.
4. Tunnel depths the tunnel depths for the Leichhardt area as low as 35 metres. This creates an 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.
5. 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.
6. 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.

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 _____

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

Attention: Director - Transport Assessments

Application No: SSI 7485

Application Name: WestConnex M4-M5 Link

Name: **MICHELE BOCKMAN**

Signature: 

Please include/delete (cross out or circle) my personal information when publishing this submission to your website.
Declaration: I have not made any reportable donations in the last two years.

Address: **2/6 BUNGAM ST**

Suburb: **LEICHHARDT** Postcode: **2040**

I am strongly opposed to Stage 3 (M4-M5 Link) for the following reasons -

WESTCONNEX STATED OBJECTIVES

1. The main reason given for the construction of the WestConnex motorway is to connect to Sydney Airport and Port Botany. The project has failed to meet both of these objectives.

QUESTIONABLE TRAVEL

2. If stage 3 of the Westconnex project is completed, it is predicted that by 2033, reductions in peak travel times from Western Sydney to the airport and to the Botany Port area will be **miniscule**. Parramatta to Sydney airport will save **10 minutes**, between Burwood and Sydney Airport the time saved will be **5 minutes** and between Silverwater and Port Botany the time saved will be **10 minutes**. These are only the best predictions put forward and time savings may in fact be much less. The whole rationale for building this wasteful **18 billion dollar** polluting project was precisely for that reason... to reduce travel times and to connect with Port Botany and the Airport.

SUBSIDENCE AND HOUSE DAMAGE

3. The EIS states that property damage due to ground movement "may occur", further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement and subsidence is lessened** where tunnelling is more than **35m underground**. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are extremely shallow eg **John St at 22m, Hill St at 28m, Moore St 27m (Vol 2B Appendix E Part 2) Catherine St at 28m (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**.

UNFILTERED STACKS - HEALTH DANGERS

4. It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With massive number of extra truck **four unfiltered emissions stacks** in the area plus a **large number of exit portals**, the residents of this area will suffer greatly from **poisonous diesel particulates**. This is negligent when you consider that, the World Health Organisation in 2012 declared **diesel particulates carcinogenic**. "As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments. Your Education Minister Rob Stokes declared in 2017, "No ventilation shafts will be built near any school."

PARKING CONGESTION

5. Rozelle Rail Yards will have **400 car** parking spaces provided for workers(EIS). The daily workforce for these sites is stated to be approximately **550**. This means that **150 vehicles** will need to **park in nearby local streets** which are already over-subscribed during weekdays by commuters taking the light rail.

POLLUTION - AIR/NOISE

6. The Rozelle Interchange, including the Inner West Interchange, and surrounding streets will experience **increased traffic with associated noise and air pollution** - ie at The Crescent, Johnson St and Catherine St in

Annandale/Lilyfield/Leichhardt and in Ross Street, Glebe. These streets are **already highly congested at peak times** and with a massive number of extra truck movements and traffic associated with construction, these streets will become gridlocked during peak times. Also, the widening of the Crescent between the city West Link and Johnston street with **an extra lane being constructed** will lead to heavy traffic congestion on a road that has **3 Primary/Infants schools**. Furthermore, the EIS states that the current Rozelle Interchange and surrounds of Anzac Bridge are presently close to full capacity. In fact, Anzac Bridge is **currently at maximum** capacity during peak hours. With the proposed construction, the area is going to be subjected to a huge increase in vehicle movements throughout the 5 year construction period.

REMOVAL OF SPOIL - TRUCK MOVEMENTS

7. The removal of spoil from the Rozelle Rail Yards will lead to **the largest number of spoil truck movements** on the entire Stage 3 project: **517 Heavy truck movements a day**, of which 46 are stated to take place during peak hours. This will lead to extra noise and air pollution in this area.

The **unacceptable noise levels** which will accompany the construction of this massive interchange will further add to the discomfort of the residents. No analysis has been provided of the magnitude of increased noise pollution which will adversely affect residents. The EIS actually states that local residents may have to keep their windows and doors closed to keep out the noise and dust. The proposed work hours for construction in the Goods Yard for the tunneling and spoil removal are 24 hours a day, seven days a week. This could lead to loss of sleep for local residents as well as loss of lifestyle.

There will also be disturbance of soil in the old Rozelle Goods Yard which may be thick with toxic contaminants such as **lead and asbestos** (as was the case in St Peters.) You made no provision for the safe removal of these toxic substances in St Peters and I do not see any provision in the EIS for their safe removal in this area.

LOSS OF PARKS AND RECREATIONAL SPACE

8. **The removal of Buruwan Park** between The Crescent and Bayview Crescent/Railway Parade, Annandale to accommodate the widening realignment of the Crescent would be a direct loss of much-needed parkland in this innercity area. Further, Buruwan Park lies on a **major cycle route** from Railway Parade through to Anzac Bridge, IJTS and the CBD.

PROPOSED 'PARK' in ROZELLE GOODS YARD

9. The proposed building of a park in the area of the Goods Yard right in the middle of a large number of exit portals and **poisonous smoke stacks** borders on being criminally negligent. This new 'recreational area' will be subject to the dangerous invisible particulates of 2.5 microns and smaller so many residents and children will be unaware that they are being poisoned. **All evidence shows that these particulates are linked with increased cases of asthma, lung disease, cancer and stroke** placing further pressure on our already overloaded health system.

CONSULTATION

10. Although the EIS indicates what is to be expected when construction begins, it also states that that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed upon. This may result in major **changes to the project design and construction methodologies**. **The community would have no say in this process!**

SUBJECT TO CHANGE

11. In the introduction of the EIS it clearly states that the information in the EIS is "indicative of the final design" only. The reality of this statement means that the project may be completely different to stated plans in the EIS with residents given no say in the final outcome.

For the reasons listed above the project should not go ahead and alternatives looked into that seriously takes into consideration all of the issues raised above such as has been proposed by the City of Sydney Council.

Submission to: Planning Services, Dept 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: **ALEC MCCONNELL**

Signature: 

Please include/delete (cross out or circle) my
personal information when publishing this submission
to your website. Declaration: I have not made any
reportable donations in the last two years.

Address: **27 LEICHHARDT ST.**

Suburb: **LEICHHARDT** Postcode: **2040**

I wish to register my strong objections to Stage 3 (M4-M5 Link) for the following reasons -

WESTCONNEX OBJECTIVES

The main reason given for the construction of the WestConnex motorway is to connect to Sydney Airport and Port Botany. The project has failed to meet both of these objectives.

TRAVEL TIME SAVED?

If stage 3 of the Westconnex project is completed, it is predicted that by 2033, reductions in peak travel times from Western Sydney to the airport and to the Botany Port area will be **miniscule**. Parramatta to Sydney airport will save **10 minutes**, between Burwood and Sydney Airport the time saved will be **5 minutes** and between Silverwater and Port Botany the time saved will be **10 minutes**. These are only the best predictions put forward and time savings may in fact be much less. The whole rationale for building this wasteful **18 billion dollar** polluting project was precisely for that reason... to reduce travel times and to connect with Port Botany and the Airport.

SUBSIDENCE AND HOUSE DAMAGE

The EIS states that property damage due to ground movement "may occur", further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement and subsidence is lessened** where tunnelling is more than **35 metres underground**. (Vol 2B Appendix E p 1) The planned **Inner West Interchange** at Leichhardt, Lilyfield and Annandale proposes tunnels which are astonishingly shallow eg **John St at 22m, Hill St at 28m, Moore St 27m (Vol 2B Appendix E Part 2), Catherine St at 28m (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.

DEPTHS OF TUNNELS AND INCOMPLETE EIS DIAGRAMS

In response to enquiries made to the Westconnex Info line it was confirmed that the depths are measured from the excavation to the surface. Diagrams of the tunnel dimensions in the EIS only give 5.3m as a minimum height. When further clarification was sought of the total height ie from the tunnel floor to the crown (top of the tunnel), Westconnex Infoline confirmed that 5.3m is the 'minimum height', and when pressed further that there is an **extra 2.2m** above this to allow for signage and jet fans, giving a total height of 7.5m.

This is in contrast to information from staff at the Westconnex Information Balmain session who claimed the extra section above the minimum height of 5.3m would be between **1 to 1.5m**.

It throws into confusion what the total height of the tunnels are and therefore the depths of tunnels below homes, which again the Information Session staff stated could be changed by the contractors. What are residents expected to believe? Yet Westconnex is asking residents to provide feedback on inadequate, conflicting information.

Significantly, there is nothing in the EIS to ensure that tunnelling would be at a sufficient depth so as not to endanger the integrity of homes, including vibration, and noise impacts.

Recent experience tells us that residents in the ongoing construction of Stages 1 and 2 have suffered extensive damage to their homes caused by vibration, tunnelling activities, and changed soil moisture content costing thousands of dollars to rectify, with their claims still not settled. Insurance policies will not cover this type of damage. The onus has been on residents to prove that damage to their homes was caused by Westconnex. Furthermore, the EIS actually concedes there will be moisture drawdown caused by tunnelling. There is nothing addressing these major concerns in the EIS. This is what residents living in the path of WestConnex are facing and it is totally unacceptable.

In view of the above no tunnelling less than 35m in depth from the surface to the crown of a tunnel (ie the top) under residences should be undertaken. And of course no tunnelling should be undertaken under sensitive

sites.

UNFILTERED STACKS

It is clear that Annandale, Glebe, Rozelle, Leichhardt and Lilyfield will be exposed to unacceptable health risks. With massive number of extra truck **four unfiltered emissions stacks** in the area plus a **large number of exit portals**, the residents of this area will suffer greatly from **poisonous diesel particulates**. This is negligent when you consider that, the World Health Organisation in 2012 declared **diesel particulates carcinogenic**. "As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments. Your Education Minister Rob Stokes declared in 2017, "No ventilation shafts will be built near any school."

AIR AND NOISE POLLUTION

Rozelle Interchange and surrounds will experience **increased traffic with associated noise and air pollution**— most particularly at The Crescent, Johnson St Annandale and Catherine St Leichhardt and Ross Street Glebe. These streets are already highly congested at peak times and with a **massive number of extra truck movements** and traffic associated with construction, these streets will become gridlocked during peak times. Also, the widening of The Crescent between the city West Link and Johnston Street with an **extra lane being constructed** will lead to heavy traffic congestion on a road that has **3 Primary/Infants schools**.

Furthermore, the EIS states that the current Rozelle Interchange and surrounds of Anzac Bridge are presently close to full capacity. In fact, Anzac Bridge is **currently at maximum** capacity during peak hours. With the proposed construction, the area is going to be subjected to a huge increase in vehicle movements throughout the 5 year construction period.

TRUCK MOVEMENTS

The removal of spoil from the Rozelle Rail Yards will lead to **the largest number of spoil truck movements** on the entire Stage 3 project: **517 Heavy truck movements a day**, of which 46 are stated to take place during peak hours. This will lead to extra noise and air pollution in this area.

The **unacceptable noise levels** which will accompany the construction of this massive interchange will further add to the discomfort of the residents. No analysis has been provided of the magnitude of increased noise pollution which will adversely affect residents. The EIS actually states that local residents may have to keep their windows and doors closed to keep out the noise and dust. The proposed work hours for construction in the Goods Yard for the tunneling and spoil removal are 24 hours a day, seven days a week. This could lead to loss of sleep for local residents as well as loss of lifestyle.

There will also be disturbance of soil in the old Rozelle Goods Yard which may be thick with toxic contaminants such as **lead and asbestos** (as was the case in St Peters.) You made no provision for the safe removal of these toxic substances in St Peters and I do not see any provision in the EIS for their safe removal in this area.

PROPOSED 'PARK'

The proposed building of a park in the area of the Goods Yard right in the middle of a large number of exit portals and **poisonous smoke stacks** borders on being criminally negligent. This new '**recreational area**' will be subject to the dangerous invisible particulates of 2.5 microns and smaller so many residents and children will be unaware that they are being poisoned. **All evidence shows that these particulates are linked with increased cases of asthma, lung disease, cancer and stroke** placing further pressure on our already overloaded health system.

RESIDENT CONSULTATION

Although the EIS indicates what is to be expected when construction begins, it also states that that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed upon. This may result in major **changes to the project design and construction methodologies**. The community would have **no say in this process!**

Further, in the introduction of the EIS it clearly states that the information in the EIS is 'indicative of the final design' only. The reality of this statement means that the project may be completely different to stated plans in the EIS and **shows the process is a sham.**

Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Sabere Phouthavong</u> Signature: <u>[Signature]</u>
Attention: Director – Transport Assessments	Please include / delete (cross out or circle) my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: <u>12 Holdsworth St</u> Suburb: <u>Newtown</u> Postcode <u>2042</u>

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

- o 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.
- o 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.
- o 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.
- o 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.
- o 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 ?
- o 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.
- o 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.
- o 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.
- o 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.
- o 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.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Andrew Inman</u>	
Application Number: SSI 7485	Address: <u>104 Addison Rd</u> Suburb: <u>Marrickville</u> Postcode <u>2204</u>	
Application Name: WestConnex M4-M5 Link	Signature: <u>AG</u>	
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 application, for the following reasons:

- ✚ Stage 3 is the most complex and expensive stage of WestConnex and the government is seeking approval, yet there are no detailed construction plans so we are not speaking to a real situation.
- ✚ The process that has led to this EIS has been undemocratic and obscure, driven by decisions made behind closed doors.
- ✚ The business case for the project in all three stages has failed to taken into account the external costs of these massive road projects in air pollution for human and environmental health, in adding fossil fuel emissions to increase global warming effects, and in the economic and social costs of the disruption to human activities, of displacement of people and businesses and of the destruction of community cohesion and amenity. These external costs far outweigh any benefits from building roads which poorly serve people's transport needs but instead enrich private corporations.
- ✚ This EIS contains **no meaningful** design and construction details and no parameters as to how broad changes and therefore impacts could be. It therefore fails to allow the community to be informed about and comment on the project impacts in a meaningful way.
- ✚ The EIS at 7-41 acknowledges that there is great concern in the community that King Street, Newtown, will be made a 24 hour clearway, stating "Roads and Maritime has no plan to change the existing clearways on King Street". This statement is deliberately misleading - it infers that SMC has authority in controlling impacts on regional roads. Roads and Maritime have the unfettered right to declare Clearways wherever and whenever they wish, and RMS has **NEVER** stated publicly that King Street will not be subject to extended clearways.
- ✚ The EIS at 12-57 describes possible disruptions of water supply to a vast area of Sydney as a result of tunnelling in the proximity of two major Sydney Water Tunnels in the Newtown area, stating "*Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water Assets*". Why has an EIS been published that infers that the tunnel alignments have been thoroughly surveyed and researched, when further survey work could dramatically alter the alignments in the future ?
- ✚ There are estimated 100 heavy and 70 light vehicle movements a day and the plan is to allow a right-hand turn into Darley Road from the CW Link. The trucks will drive onto Darley Road, turn right into the site and then left back out onto the CW Link, which is unrealistic given the amount of traffic on these roads now.
- ✚ I am appalled that the Sydney Motorway Corporation could seek approval to build complex interchanges under the suburbs of Rozelle and Leichhardt on the basis of an EIS that is based on a concept design rather than detailed proposal that includes engineering plans.
- ✚ The warm and caring words contained in the EIS, ref Sustainability Management Strategy, have not been reflected in the wanton destruction of homes, trees and habitat already. Why should we believe them?
- ✚ The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters Interchange will have a heavy disruptive impact on the local transport routes, whether by vehicle, bus, or active transport (walking and cycling).
- ✚ Other Comments

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: <i>Milena Romanin</i>
Application Number: SSI 7485	Address: <i>4/23 Clarendon Rd</i> Suburb: <i>Stanmore NSW</i> Postcode <i>2048</i>
Application Name: WestConnex M4-M5 Link	Signature: <i>Milena Romanin</i>
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 Environmental Impact Statement M4/M5 application, for the following reasons:

1. 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.
2. 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.
3. 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.
4. The justification for this project relies on the completion of other projects such as the Western Harbour Tunnel which has not yet been planned, let alone approved.
5. It is clear that the tunnel portals will be major sites for more traffic congestion. Some intersections that are currently very congested will be just as bad in 2033.
6. I completely reject the idea 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.
7. I have read the warm and caring words contained in the EIS, ref Sustainability Management Strategy. What purpose do these serve if they are not reflected in actual plans. They simply highlight the wanton destruction of homes, trees and habitat already.
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. 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.

For these and many other reasons, I urge the Secretary of Planning to advise the Minister to reject this EIS.

Campaign Mailing Lists: I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____; Email: _____; Mobile _____

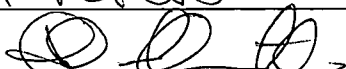
Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: GARY BENNEU
	Address: 15 CARLISLE ST
Application Number: SSI 7485	Suburb: Leichhardt Postcode 2040
Application Name: WestConnex M4-M5 Link	Signature: 
Please <u>include</u> my personal information when publishing this submission to your website Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.	

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

1. I object to the planned acquisition of the Dan Murphys site on Darley Road for the creation of a civil and tunnel works site.
2. The Darley Road site has many issues which make tunneling at this point an unacceptable risk, including that it is in a flood zone. This proposal will worsen the existing flooding risk. The mitigation suggested in the EIS is not adequate.
3. The EIS states that property damage will occur due to ground movement may occur. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The proposed tunnel alignment creates an unacceptable risk of ground movement. We object to the project in its entirety on this basis. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres.
4. The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This approach deprives residents of any ability to comment on the detailed designs. (Executive Summary xvi)
5. The EIS does not mention the impact of aircraft noise and its cumulative impact. Therefore, noise levels identified in the EIS are misleading. The EIS states there will be at least 10 weeks of severe noise impacts during the time that Dan Murphys is demolished and the road prepared. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses, with at least 36 homes identified as suffering extreme noise interference for this initial 10-week period.
6. The EIS states that all vegetation will be removed on the Darley Road site which includes several mature trees. I object to the removal of these trees which create a visual and noise barrier for residents from the City West Link. If the trees are removed they must be replaced with mature trees as soon as the remediation of the site commences.
7. There is no evidence provided in the EIS that the ventilation outlets will be safe. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.
8. The proposal for a permanent water treatment plant and substation to the south of the site on Darley Road will prevent direct pedestrian access to the light rail station. It will affect the future uses of the site once the project is completed. The facility is out of step with the area which is comprised of low rise homes and detracts from the visual amenity of the area. This site is a pedestrian hub and will be a visual blight for pedestrians, bike users and the homes that have direct line of sight to the facility. It should not be permitted to be located on this site.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Jennifer Galbraith</u>	
	Address: <u>314-18 Mary St</u>	
Application Number: SSI 7485	Suburb: <u>St Peters</u>	Postcode <u>2044</u>
Application Name: WestConnex M4-M5 Link	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.		

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

- It is clear that the tunnel portals will be major sites for more traffic congestion. Some intersections that are currently very congested will be just as bad in 2033.
- No road junction as large and complex as the extraordinary spaghetti junction proposed to go underground has been built anywhere in the world. The feasibility is not tested. There are no international or national standards for such a construction.
- The impact of the deep tunnelling for the M4-M5 link - in addition to the tunnelling for the new Sydney Metro in the same area - in the Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings above, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because either contractor will no doubt blame the other.
- The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.
- The justification for this project relies on the completion of other projects such as the Western Harbour Tunnel which has not yet been planned, let alone approved.
- Are there other potentially serious problems with Sydney Water utility services (described at EIS 12-57) or with other utilities in other suburbs or along the proposed M4-M5 tunnel alignment ? If so, the EIS proposals and application should not be approved till these are all disclosed, researched, surveyed and the resolution publicly published.
- The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters, Haberfield and Rozelle Interchanges will disrupt local transport networks including bus and active transport (walking and cycling).
- I oppose the destruction of any more of Sydney's heritage for WestCONnex. I am appalled that Sydney Motorway Corporation is seeking approval to tunnel under hundreds of highly valued heritage buildings in Newtown without any serious assessment of risk at all. This heritage belongs to all of Sydney.
- I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.
- The mechanical ventilation proposed depends on single direction tunnel construction, so how it can possibly work for large curved tunnels on multiple levels is unknown.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment Application Number: SSI 7485 GPO Box 39, Sydney, NSW, 2001	From: Name: <i>Eden Swinson E. Swinson</i> Address: <i>18 Clyde Street</i>
Application Name: Westconnex M4-M5 Link	Suburb: <i>Bondi</i> Postcode <i>2022</i>
Declaration : I have not made any reportable political donations in the last 2 years.	Please include / delete (cross out or circle) my personal information when publishing this submission to your website

I object to the whole of the Westconnex Project, including the Westconnex M4-M5 Link proposals as contained in the EIS, for the following reasons :

1. The process that has led to this EIS has been undemocratic and obscure, driven by decisions made behind closed doors. I have serious concerns that such a complex project with hundreds of risks could be treated by NSW politicians as if approval was a foregone conclusion.
2. 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.
3. 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.
4. 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.
5. The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters Interchange will have a disruptive impact on the local transport networks comprising vehicle, bus and active transport (walking and cycling).
6. I oppose the destruction of any more of Sydney's heritage for WestCONnex. I am appalled that WestCONnex are seeking approval to tunnel under hundreds of heritage buildings in Newtown without no serious assessment of risks at all.
7. 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 was evident on Parramatta Rd usage immediately the new M4 tolls were activated. The community expects similar impacts on the roads around the St Peters interchange, including the Princes Highway, King St, Enmore and Edgeware Roads and though streets of Alexandria and Erskineville. The Traffic analysis fails to deal with this issue of traffic beyond the boundaries of the project and should be rejected.
8. I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
9. Increased traffic congestion will also increase the atmospheric pollution along roadsides in local areas, 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 they can be understood by ordinary citizens. Instead information is presented in a way that is deliberately obscure and hard to interpret.
10. 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.
11. 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, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings, 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 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 witnesses the destruction of tracts of Haberfield and St Peters. Please do not allow the Sydney Motorway Corporation and its contractors to further extend this damage.

I call on the Secretary of the Planning Department to advise the Minister for Planning to reject this project and demand that the government re-think the transport planning for the whole metropolitan area with active consideration and comparison of heavy and light rail alternatives.

I would like to assist and/or keep up to date with the anti-Westconnex campaign - These details will be removed before lodging this submission, and will be used only for campaign purposes and will not be divulged to other parties

Name _____ Email _____ Mobile _____

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

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

Name:	Fergus Finlayson		
Organisation:			
Address:	29 Hubert St	Suburb	Leichhardt Post Code 2040
Email:			
Please include my personal information when publishing this submission to your website		<input checked="" type="radio"/> Yes / No	
Declaration: I have not made any reportable political donations in the last 2 years.		Fergus	

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

Noise impacts

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

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

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

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

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

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

Submission in relation to: Application Number - SSI 7485

Application name - WestConnex M4-M5 Link

Name:	<i>Ronald DUDLEY SMITH</i>		
Address:	<i>261 or Nelson St</i>	Suburb	<i>Annandale</i>
Post Code	<i>2038</i>		
Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / No			
Declaration: I have not made any reportable political donations in the last 2 years.			
Signed:	<i>[Signature]</i>	Date	<i>26/9/17</i>

Darley Road Civil and Tunnel Construction - Traffic

I **object** to the Darley Road Civil and Tunnel Construction site at Leichhardt because of the impact it will have on traffic, parking and local residences. The grounds on which I am objecting were also the grounds for rejecting a previous development on this site, which was only approved by the Land and Environment Court with strict conditions.

On 5 December 2006 the Building & Development Council of Leichhardt Council refused Development Application D/2006/311 in relation to 7 Darley Road, which was an application for alterations and additions to existing building and change of use of existing building for use as a liquor store, cafe/deli and commercial office space, new landscaping and signage. Hundreds of local residents had lodged objections to the DA. One of the grounds on which the application was refused was that the RTA did not support the access arrangements and would not allow right hand turns into the site, which is precisely what the proponent is now proposing. The following extract from the decision sets out why the RTA objected to the DA:

"The application has proposed a number of traffic management measures along Darley Road, included painted median islands.

The RTA does not support the access arrangements as proposed and has advised that it is likely to create conflicts at the shared entry/exit near Hubert Street. It has been recommended that there be separate entry and exit driveways, with the entry nearest to Charles Street, and the exit at the driveway crossing near Hubert Street.

The RTA has advised that these driveways must be physically restricted with left-in/left-out movements through the provision of 900mm wide concrete median islands, covering the width of each driveway and extend to a distance of 10 metres either side of each driveway crossing. The parking area along the eastern section of the site must also be restricted to left-in/left-out movements.

On the advice the of the RTA, no right-turn into the site is then possible, potentially encouraging west-bound traffic on Darley Road to conduct 'U-turns' at the Charles Street intersection to access the carpark, creating a conflict at that point.

Council's engineers have advised that the proposed traffic management works on the Darley Street frontage have a number of deficiencies including:

- Traffic lanes on the southern side of Darley Street would be relocated onto the existing parking lane which is geometrically unsuitable and unsafe for vehicular traffic.
- The proposed kerbside traffic lane on the southern side of Darley Street would conflict with existing stormwater drainage inlet structures. Significant drainage works would be required to address this issue without exacerbating existing flooding problems in this area.

Advice from the RTA has also noted the unsuitability of the existing kerbside parking and bicycle lanes for a through lane due to its cross-fall. The RTA have further advised that the bicycle lane along Darley Road must be retained, and that no objections are raised to the proposed pedestrian refuge, subject to compliance with the relevant Australian standards. "The RTA also raised objections in relation to traffic that the bottle shop development would generate:

"It is expected that the peak traffic generation periods for the development would be Friday evenings and Saturdays, with Thursday evening also busy. Conflict with the morning peak hour is therefore expected to be limited. It is noted that the traffic surveys were conducted prior to the closure of Moore Street West, Leichhardt.

Anecdotal evidence has suggested that traffic flow has increased on east-west thoroughfares such as Darley Road and Marion Street since the closure.

Traffic generation figures supplied in the traffic report initially submitted to Council were derived strictly from the amount of carparking provided on the site.

The revised traffic generation figures provided as a result of the additional parking provided on the site. It has factored that 35% of traffic to the site are passing trips. It has not accounted for spill-over traffic that cannot be accommodated on the site.

These figures would appear to conflict with statement within the Social Impact Assessment (SIA) that was submitted to the LAB for approval. This document indicates that the 'catchment' for the proposed liquor outlet is considerably larger and it states "In contrast Dan Murphy's OLR's are larger format destination stores designed to appeal to a regional market ..."

It has also been noted that the proposed liquor store alone would expect up to sixty (60) deliveries a week.

The study derives that the likely additional traffic on the local network would be:

- Thursday evening – some 150 vehicles/hour (in + out)
- Friday evening - some 156 vehicles/hour (in + out)
- midday - some 228 vehicles/hour (in + out)

Of particular concern in this regard is that the 'No stopping' restriction required by the RTA for the northern side of Darley Road during the Thursday and Friday evening peaks, which may funnel overflow parking into the surrounding residential streets. Furthermore, the substantial increase in traffic flow at the Saturday peak may result in significant queuing at the City-West intersection as all vehicles are forced to left-turn exiting the site.

On the basis of the above, the proposal is considered unsatisfactory when having regard to traffic and parking impacts."

It is clear that the same traffic impacts raised by the RTA will be a consequence of the Darley Road Civil and Tunnel Construction site at Leichhardt yet the proponent has failed to provide any detail about these impacts or how the proponent will manage these. The proponent's plan to bring 100 trucks a day into the site will result in significant queuing at the City-West intersection yet the proponent has failed to provide any detail about these impacts or how the proponent will manage these.

The removal of 20 parking spaces Darley Rd and the absence of a worker parking plan will funnel overflow parking into the surrounding residential streets which are already at parking capacity yet the proponent has failed to provide any detail about these impacts or how the proponent will manage these.

The following points of concern were also raised in the Council's rejection of the bottle shop DA:

"Traffic and parking impact on Darley Road and the surrounding residential street network/ vehicular – pedestrian conflict, especially with school children/ increase noise from traffic movements and truck loading and unloading.

The increase in traffic movements to the site are likely to have an undue acoustic impact on the dwellings located opposite site, particularly as a result of late-night movements.

The proponent has failed to adequately address the fact that the Darley Road Civil and Tunnel Construction site at Leichhardt will have the same impacts of:

- Traffic and parking impact on Darley Road and the surrounding residential street network
- vehicular – pedestrian conflict, especially with school children/
- increase noise from traffic movements and truck loading and unloading.

The proponent has failed to address the fact that the increase in traffic movements to the site are likely to have an undue acoustic impact on the dwellings located opposite site, particularly as a result of late-night movements. The proponent plans to have workers on site 24 / 7. Late night and out of hours comings and goings by vehicle are to be expected yet the proponent has failed to address the impact of these vehicle movements on local residents.

The site should not be permitted to operate outside of standard constructions hours because of the noise impacts from construction vehicles, delivery vehicles and worker transportation vehicles. The following Traffic Management deficiencies were also raised in the Council's rejection of the bottle shop DA:

"The proposed Traffic Management works on the Darley Road frontage have a number of deficiencies including:

- (a) Traffic lanes on the southern side of Darley Road would be relocated onto the existing parking lane which is geometrically unsuitable and unsafe for vehicular traffic.
- (b) The proposed kerbside traffic lane on the southern side of Darley Road would conflict with existing stormwater drainage inlet structures. Significant drainage works would be required to address this issue without exacerbating existing flooding problems in this area.

- (c) The access arrangement for the parking area on the western side of the site will create traffic conflict at the shared entry/exit driveway near Hubert Street.
- (d) The application would result in the loss of on-street parking spaces on the southern side of Darley Road.
- (e) The applicant has not sufficiently demonstrated that the traffic management proposal complies with the RTA requirements for works on a State Road.
- (f) The site plans do not adequately address internal vehicle manoeuvring for large trucks accessing the 2 loading docks.
- (g) The application has failed to demonstrate how the existing bicycle lane would be maintained.

The application has failed to demonstrate that the proposal would not have an undue increase in traffic

generation along Darley Road and the surrounding residential street network.

- (a) The applicant has not sufficiently demonstrated assumptions made in their report regarding parking demand and traffic generation.
- (b) The traffic generation assumption for passing or redistributed trips is not validated.
- (c) The design does not adequately address the impacts from vehicle queuing in Darley Road."

The same deficiencies are present in the proponent's EIS and the Darley Road Civil and Tunnel Construction site at Leichhardt should be rejected on the same grounds:

- construction trucks travelling on the southern side of Darley Road will force traffic onto the existing parking lane which is geometrically unsuitable and unsafe for vehicular traffic.
- the construction works will conflict with existing stormwater drainage inlet structures which will exacerbating existing flooding problems in this area.
- The access arrangement for the site will create traffic conflict at the shared entry/exit driveway near Hubert Street.
- The application would result in the loss of on-street parking spaces on the southern side of Darley Road.
- There is no traffic management proposal.
- The proponent has failed to demonstrate how the existing bicycle lane would be maintained.
- The proponent has failed to demonstrate that the proposal would not have an undue increase in traffic generation along Darley Road and the surrounding residential street network.
- The proponent has failed to adequately address the impacts from vehicle queuing in Darley Road."

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

23.9.17 006863
Name: *Ian Bredon*

Signature: *Ian Bredon*

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: *10 DUKE ST*

BALMAIN EAST

Suburb:

2040 Postcode:

This document is vague, lacking in detail confusing and confused. Here are my objections:

1. It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With massive number of extra truck **four unfiltered emissions stacks** in the area plus a **large number of exit portals**, the residents of this area will suffer greatly from **poisonous diesel particulates**. This is negligent when you consider that, the World Health Organisation in 2012 declared **diesel particulates carcinogenic**. As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments and surrounds will experience **increased traffic with associated noise and air pollution**— most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe.
2. Also, the widening of the Crescent between the city West Link and Johnston street with an **extra lane being constructed** will lead to heavy traffic congestion on a road that has **3 Primary/Infants schools**.
3. The EIS states that property damage due to ground movement "may occur, further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement and subsidence is lessened** where tunnelling is more than **35 metres underground**. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are astonishingly shallow eg **John St at 22metres Hill St at 28metres Moore St 27 metres**.(Vol 2B Appendix E Part 2) **Catherine St at 28metres**(Vol 2B Appendix E Part 1). At these shallow depths, the homes above would sustain serious structural damage and cracking.
5. Rozelle Rail Yards will have **400 car parking spaces** provided for workers(EIS). The daily workforce for these sites is stated to be approximately **550**. This means that **150 vehicles** will need to **park in nearby local streets** which are already over-subscribed during weekdays by commuters taking the light rail.
6. The removal of spoil from the Rozelle Rail Yards will lead to the **largest number of spoil truck movements** on the entire Stage 3 project: **517 Heavy truck movements a day**, of which 46 are stated to take place during peak hours.
7. **The removal of Buruwan Park** between The Crescent and Bayview Crescent/ Railway Parade, Annandale to accommodate the widening realignment of the Crescent would be a direct loss of much-needed parkland in this inner city area.
8. The proposed building of a park in the area of the Goods Yard right in the middle of a large number of exit portals and **poisonous smoke stacks** borders on being criminally negligent. This new "recreational area" children will be unaware that they are being poisoned.
9. The introduction of the EIS clearly states that the information in the EIS is "indicative of the final design" only. The reality of this statement means that the project may be completely different to stated plans in the EIS. Furthermore although the EIS indicates what is to be expected when construction begins, it also states that that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed upon. This may result in major **changes to the project design and construction methodologies**. The community would have no say in this process.

Q

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

Name: GENEVIEVE WHITAM

Signature: *G. Whitam*

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: 36A MAIDA ST

Suburb: LILYFIELD Postcode: 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- ✚ 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.
- ✚ Because of the high tolls drivers who have to travel east daily will look for alternative routes and build up the traffic on local roads, both here in western Sydney, on Parramatta Rd and all the way to the city. There is no way the WestConnex roads will reduce traffic on un-tolled roads with tolls on the WestConnex sections so high.
- ✚ There will be 100 workers a day on the site, with provision for only 10-20 car spaces and there is a concession that local streets will be used, who will be 'encouraged' to use public transport. Our experience with the major construction sites in Haberfield, and St Peters that public transport is not used by the workers and that despite the fact they are not supposed to do so, they park in our local streets and cause strife with our residents.
- ✚ 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.

- ✚ 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.
- ✚ 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.

Attention Director

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

Name:

Address:

Application Number: SS17485

Suburb:

Postcode

Application Name: WestConnex M4-M5 Link

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.

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 in all three stages does not take into account the costs of external impacts of air pollution for human and environmental health; increased fossil fuel emissions contributing to increase global warming; 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 the questionable short term benefits of building roads which poorly serve people's transport needs and are not sustainable in the long term.
2. I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.
3. I object to the issue of this EIS only 14 days after submission of comments on the concept design closed. There is no public response to the 1000s of comments on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in the time. This questions the integrity of the entire EIS process.
4. 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.
5. The increased amount of traffic the M4-M5 Link will direct onto the roads to and from the St Peters Interchange will have a heavy disruptive impact on the local transport routes, whether by vehicle, bus, or active transport (walking and cycling).
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.
7. 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).
8. 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.
9. I object to there being 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 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.

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: Leonie Derwent <campaigns@good.do>
Sent: Monday, 16 October 2017 11:03 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS.

NSW Planning must reject this EIS and recommend a halt to the planning process while there is an independent review of WestConnex before more billions are spent and more residents' lives are damaged. Residents all over Sydney, experts, Councillors and even potential investors have all queried the information supplied by the Sydney Motorway Corporation and NSW Roads and Maritime Services. In this situation, it would be reckless and unprofessional of NSW Planning to rubber stamp this inadequate document.

The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. Key decisions have been left open in this EIS. Not to allow consultation on the final choice of construction sites would further compromise an already inadequate consultation process.

SMC was required to consider alternatives. This section in the EIS is 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 SMC should be required to engage with this plan and to respond to it. Any responsible system of governance would require that.

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 am also very concerned about the impact of WestConnex on that residents and workers living near portals and on local roads which become even more congested as a result of WestConnex. There is research evidence that it is dangerous to live close to congested roads. I reject an approach to transport planning which allows a government authority to approve a project knowing that it will place some residents at more risk of life threatening impacts.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. City of Sydney experts and other academic experts have already rejected the traffic analysis on which WestConnex bases its case. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. They are arguing that due to toll avoidance and the opening of Badgery's Creek

airport, the actual traffic figures will be lower than predicted. In this situation, it would be negligent for NSW Planning to approve this project.

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 also object to a project which will add to congestion on local roads in the Alexandria, Newtown, Enmore and Erskineville areas. The EIS does not adequately model the impact on local roads of Stage 3. I am concerned that the final result will be that King Street will become a 24 hour clearway, which would kill a vibrant Sydney area.

I object to the use of Darley Rd, Leichhardt as a 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, 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. Norton Street is also used on a daily basis by 100's of school children and this will put them at risk. Further, the RMS already recognise that the corner of James Street and City

West Link is a dangerous slip lane where a number of near accidents involving children have occurred. Any increase in traffic along this section off City West Link or hold ups will have drivers take this turn to avoid hold ups and exacerbate this troubled intersection.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

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

Reductions of volumes of traffic on Parramatta Rd, King Georges Road or the existing M5 are asserted but the model which projects these effects is not provided for scrutiny or independent assessment. The model's margin for error is not stated. The rest of the benefits all depend on the asserted traffic reductions generating improved travel times and better bus services or freight movement etc. So far the experience of the growth of traffic on Parramatta Rd in response to the re-imposition of tolls on the widened section of the M4 gives us leave to doubt these touted benefits.

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.

I am also concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. In fact the EIS hints at other options that have not been fully disclosed.

It was promised, and was a condition of the M4 East approval that in 2019, all Haberfield and Ashfield above ground WestConnex construction sites were to have been dismantled, as well the Urban Design and Landscape Plan (UDLP) completed and Legacy Project 'surplus lands and property' delivered back to the community. These promises were still being reiterated in early 2017, when there was community consultation on how surplus land would be restored to the community in 2019. It is a matter of grave concern that these promises are now been ignored as if they did not happen. NSW Planning should investigate this situation.

There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods.(Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to seriously research the current impacts on residents, measure what the cumulative impacts would be or make suggestions that would mitigate the cumulative impact of these prolonged periods of construction noise exposure.

The EIS identifies a significant risk of leaks of contaminated water into Rozelle Bay and Alexandria Canal. Such risks to health of Sydney's waterways is not acceptable to me. The Sydney Motorway Corporation through its conduct at St Peters has shown that it cannot be trusted to manage contamination risks. I am completely opposed to the residents of St Peters being exposed to a high risk of being impacted by gases from exposed landfill for a further three years. The NSW EPA should not grant any further licenses that would allow such events to occur.

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of 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'.

There heritage report ignores potential impacts on hundreds of homes in Newtown and Rozelle which are part of Sydney's valued history. This report is incomplete and should not be accepted.

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

Yours sincerely, Leonie Derwent 186 Lilyfield Rd, Lilyfield NSW 2040, Australia

This email was sent by Leonie Derwent 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 Leonie provided an email address (leonie@inghamplanning.com.au) which we included in the REPLY-TO field.

Please reply to Leonie Derwent at leonie@inghamplanning.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: Stephen Lead <campaigns@good.do>
Sent: Monday, 16 October 2017 11:12 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety, and most particularly to the inclusion of 4 unfiltered smoke-stacks within a few hundred metres of my house, and my daughter's primary school.

I 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 recommend a halt to the planning process while there is an independent review of WestConnex before more billions are spent and more residents' lives are damaged. Residents all over Sydney, experts, Councillors and even potential investors have all queried the information supplied by the Sydney Motorway Corporation and NSW Roads and Maritime Services. In this situation, it would be reckless and unprofessional of NSW Planning to rubber stamp this inadequate document.

The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. Key decisions have been left open in this EIS. Not to allow consultation on the final choice of construction sites would further compromise an already inadequate consultation process.

SMC was required to consider alternatives. This section in the EIS is 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 SMC should be required to engage with this plan and to respond to it. Any responsible system of governance would require that.

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 my daughter's primary school will be near such unfiltered stacks, as will my house. This means my daughter will be subjected to pollution for her entire day.

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 am also very concerned about the impact of WestConnex on that residents and workers living near portals and on local roads which become even more congested as a result of WestConnex. There is research evidence that it is dangerous to live close to congested roads. I reject an approach to transport planning which allows a government authority to approve a project knowing that it will place some residents at more risk of life threatening impacts.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. City of Sydney experts and other academic experts have already rejected the traffic analysis on which WestConnex bases its case. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. They are arguing that due to toll avoidance and the opening of Badgery's Creek airport, the actual traffic figures will be lower than predicted. In this situation, it would be negligent for NSW Planning to approve this project.

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I also object to a project which will add to congestion on local roads in the Alexandria, Newtown, Enmore and Erskineville areas. The EIS does not adequately model the impact on local roads of Stage 3. I am concerned that the final result will be that King Street will become a 24 hour clearway, which would kill a vibrant Sydney area.

I object to the use of Darley Rd, Leichhardt as a 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, 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.

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

Yours sincerely, Stephen Lead 6 Gordon St, Rozelle NSW 2039, Australia

This email was sent by Stephen Lead 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 Stephen provided an email address (stephen.lead@gmail.com) which we included in the REPLY-TO field.

Please reply to Stephen Lead at stephen.lead@gmail.com.

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

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

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

This project must stop. I object to my taxes being used to fund this toxic project 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 recommend a halt to the planning process while there is an independent review of WestConnex before more billions are spent and more residents' lives are ruined and entire communities destroyed.

Residents all over Sydney, experts, Councillors and even potential investors have all queried the information supplied by the Sydney Motorway Corporation and NSW Roads and Maritime Services. In this situation, it would be reckless and unprofessional of NSW Planning to rubber stamp this inadequate document.

The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. Key decisions have been left open in this EIS. Not to allow consultation on the final choice of construction sites would further compromise an already inadequate consultation process.

SMC was required to consider alternatives. This section in the EIS is vague at best. The City of Sydney created a logical alternative plan which allowed for The proposed St Peters interchange to be returned into much needed affordable housing with a logical plan to direct traffic to Port Botany and the airport (which was the original vision but has been removed) and this has been ignored in the EIS. The SMC should be required to engage with this plan and to respond to it. Any responsible system of governance would require that.

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. My son has asthma and we live approximately 1.2kms from the stacks at the proposed St Peters interchange. I do not understand how Gladys can advise that filtered stacks are best practice previously then allow non filtered stacks to be approved. Will you wait for the cancer cluster to be documented before these are filtered as happened with the M5? By then it will be sold off to private companies with no accountability.

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.

When I asked what the difference was between filtered and. On filtered stacks, Westconnex staff could not answer my question except to say that electric cars will negate the need for filters. When will this be? They don't know the answer.

This is negligent when you consider that the World Health Organisation in 2012 declared diesel particulates carcinogenic.

I am also very concerned about the impact of WestConnex on that residents and workers living near portals and on local roads which become even more congested as a result of WestConnex. There is research evidence that it is dangerous to live close to congested roads. I reject an approach to transport planning which allows a government authority to approve a project knowing that it will place some residents at more risk of life threatening impacts.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. City of Sydney experts and other academic experts have already rejected the traffic analysis on which WestConnex bases its case. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. They are arguing that due to toll avoidance and the opening of Badgery's Creek airport, the actual traffic figures will be lower than predicted. In this situation, it would be negligent for NSW Planning to approve this project.

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 also object to a project which will add to congestion on local roads in the Alexandria, Newtown, Enmore and Erskineville areas. The EIS does not adequately model the impact on local roads of Stage 3. I am concerned that the final result will be that King Street will become a 24 hour clearway, which would kill a vibrant Sydney area.

I object to the use of Darley Rd, Leichhardt as a 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, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead.

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

Reductions of volumes of traffic on Parramatta Rd, King Georges Road or the existing M5 are asserted but the model which projects these effects is not provided for scrutiny or independent assessment. The model's margin for error is not stated. The rest of the benefits all depend on the asserted traffic reductions generating improved travel times and better bus services or freight movement etc. So far the experience of the growth of traffic on Parramatta Rd in response to the re-imposition of tolls on the widened section of the M4 gives us leave to doubt these touted benefits.

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.

I am also concerned that Haberfield and Ashfield residents are being given the apparent choice of two construction plans, Option A or Option B, both of which will have severe impacts on the community. In fact the EIS hints at other options that have not been fully disclosed.

It was promised, and was a condition of the M4 East approval that in 2019, all Haberfield and Ashfield above ground WestConnex construction sites were to have been dismantled, as well the Urban Design and Landscape Plan (UDLP) completed and Legacy Project 'surplus lands and property' delivered back to the community. These promises were still being reiterated in early 2017, when there was community consultation on how surplus land would be restored to the community in 2019. It is a matter of grave concern that these promises are now been ignored as if they did not happen. NSW Planning should investigate this situation.

There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods.(Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to seriously research the current impacts on residents, measure what the cumulative impacts would be or make suggestions that would mitigate the cumulative impact of these prolonged periods of construction noise exposure.

The EIS identifies a significant risk of leaks of contaminated water into Rozelle Bay and Alexandria Canal. Such risks to health of Sydney's waterways is not acceptable to me. The Sydney Motorway Corporation through its conduct at St Peters has shown that it cannot be trusted to manage contamination risks. I am completely opposed to the residents of St Peters being exposed to a high risk of being impacted by gases from exposed landfill for a further three years. The NSW EPA should not grant any further licenses that would allow such events to occur.

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of 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'.

There heritage report ignores potential impacts on hundreds of homes in Newtown and Rozelle which are part of Sydney's valued history. This report is incomplete and should not be accepted.

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

Yours sincerely, Joanna Williams 85 Yelverton St, Sydenham NSW 2044, Australia

This email was sent by Joanna Williams 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 Joanna provided an email address (jo.williams@y7mail.com) which we included in the REPLY-TO field.

Please reply to Joanna Williams at jo.williams@y7mail.com.

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

From: Jessica Januszewski <campaigns@good.do>
Sent: Monday, 16 October 2017 11:19 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS.

NSW Planning must reject this EIS and recommend a halt to the planning process while there is an independent review of WestConnex before more billions are spent and more residents' lives are damaged. Residents all over Sydney, experts, Councillors and even potential investors have all queried the information supplied by the Sydney Motorway Corporation and NSW Roads and Maritime Services. In this situation, it would be reckless and unprofessional of NSW Planning to rubber stamp this inadequate document.

The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. Key decisions have been left open in this EIS. Not to allow consultation on the final choice of construction sites would further compromise an already inadequate consultation process.

SMC was required to consider alternatives. This section in the EIS is 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 SMC should be required to engage with this plan and to respond to it. Any responsible system of governance would require that.

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 am also very concerned about the impact of WestConnex on that residents and workers living near portals and on local roads which become even more congested as a result of WestConnex. There is research evidence that it is dangerous to live close to congested roads. I reject an approach to transport planning which allows a government authority to approve a project knowing that it will place some residents at more risk of life threatening impacts.

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. City of Sydney experts and other academic experts have already rejected the traffic analysis on which WestConnex bases its case. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. They are arguing that due to toll avoidance and the opening of Badgery's Creek

airport, the actual traffic figures will be lower than predicted. In this situation, it would be negligent for NSW Planning to approve this project.

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 also object to a project which will add to congestion on local roads in the Alexandria, Newtown, Enmore and Erskineville areas. The EIS does not adequately model the impact on local roads of Stage 3. I am concerned that the final result will be that King Street will become a 24 hour clearway, which would kill a vibrant Sydney area.

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the community in 2019. It is a matter of grave concern that these promises are now been ignored as if they did not happen. NSW Planning should investigate this situation.

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There heritage report ignores potential impacts on hundreds of homes in Newtown and Rozelle which are part of Sydney's valued history. This report is incomplete and should not be accepted.

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

Yours sincerely, Jessica Januszewski 177 Mitchell Rd, Alexandria NSW 2015, Australia

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

Please reply to Jessica Januszewski at jess_januszewski@hotmail.com.

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

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: JANE BOLLEN

Signature: Jane Bollen

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

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

Address: 56 GOWRIE ST

Suburb: NEWTON Postcode: 2042

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- a) 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
- b) 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.
- c) 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.
- d) The modelling shows severe traffic levels and increased congestion on Johnston St, and The Crescent (+80% ADT).
- e) 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.
- f) SMC refuses to release the traffic model and detailed analysis for independent unpaid peer review and scenario analysis. The narrow boundaries of the areas of operational modelling mean the proponents have not fully assessed the Project's impacts on key strategic centres such as the Sydney Central Business District. It is not understood why a mesoscopic modelling approach was not undertaken to gain a better understanding of impacts to the surrounding road network.
- g) I object to this new tollway project because it will not reduce traffic, simply move it around. If they were serious about reducing traffic in Parramatta Rd they would put a toll on it and make the new roads free to encourage the traffic to use the new roads. They are doing the exact opposite, so the tolls don't seem to have anything to do with traffic management. And we have already see motorists abandoning the new M4 for Parramatta roads because the new tolls are so high
- h) The EIS narrowly defines congestion as 'traffic congestion' rather than delays to reliable and efficient access to human capital, goods and services which reduces economic activity and productivity. This results in an incorrect and misleading assessment.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

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

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

Name:	Alexandra Finlayson		
Organisation:			
Address:	29 Hubert St	Suburb	Leichhardt
		Post Code	2040
Email:	alex.finlayson@sydney.gov.au		
Please include my personal information when publishing this submission to your website <input checked="" type="checkbox"/> Yes / No			
Declaration: I have not made any reportable political donations in the last 2 years.			

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

Noise impacts

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

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

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

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

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

A Finlayson 2

Submission to: Planning Services, Department of Planning and Environment.
GPO Box 39, Sydney, NSW, 2001

Attention Director — Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link **this process!**

Name: **KYRTY MACDONALD**

Signature: **Kyrtymacdonald**

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: **21 AVON ST**

Suburb: **Glebe**

Postcode: **2037**

I have tried to make sense of this confused unclear document and am still puzzled. Here are my objections:

1. The introduction of the EIS clearly states that the information in the EIS is "indicative of the final design" only. The reality of this statement means that the project may be completely different to stated plans in the EIS. Furthermore though the EIS indicates what is to be expected when construction begins, it also states that that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed upon. This may result in major **changes to the project design and construction methodologies**. The community would have **no say in this process**.
2. It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With massive number of extra truck **four unfiltered emissions stacks** in the area plus a **large number of exit portals**, the residents of this area will suffer greatly from **poisonous diesel particulates**. This is negligent when you consider that, the World Health Organisation in 2012 declared **diesel particulates carcinogenic**.
3. As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments and surrounds will experience **increased traffic with associated noise and air pollution** — most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe. These streets are already highly congested at peak times and with a **massive number of extra truck movements** and traffic associated with construction, these streets will become gridlocked during peak times.
4. Also, the widening of the Crescent between the city West Link and Johnston street with **an extra lane being constructed** will lead to heavy traffic congestion on a road that has **3 Primary/Infants schools**.
5. The EIS states that property damage due to ground movement "may occur, further stating that," settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement and subsidence is lessened** where tunnelling is more than **35 metres underground**. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are astonishingly shallow eg **John St at 22metres Hill St at 28metres Moore St 27 metres**. (Vol 2B Appendix E Part 2) Catherine St at 28metres (Vol 2B Appendix E Part 1). At these shallow depths, the homes above would indisputably sustain serious structural damage and cracking.
6. Rozelle Rail Yards will have **400 car** parking spaces provided for workers (EIS). The daily workforce for these sites is stated to be approximately **550**. This means that **150 vehicles** will need to **park in nearby local streets** which are already over-subscribed during weekdays by commuters taking the light rail.
7. The removal of spoil from the Rozelle Rail Yards will lead to the **largest number of spoil truck movements** on the entire Stage 3 project: **517 Heavy truck movements a day**, of which 46 are stated to take place during peak hours. This will lead to extra noise and air pollution in this area.
There will also be disturbance of soil in the old Rozelle Goods Yard which may be thick with toxic contaminants such as **lead and asbestos** (as was the case in St Peters.) You made no provision for the safe removal of these toxic substances in St Peters and I do not see any provision in the EIS for their safe removal in this area.
8. The removal of **Buruwan Park** between The Crescent and Bayview Crescent/Railway Parade, Annandale to accommodate the widening realignment of the Crescent would be a direct loss of much-needed parkland in this innercity area. Further, Buruwan Park lies on a **major cycle route** from Railway Parade through to Anzac Bridge, UTS and the CBD.
9. The proposed building of a park in the area of the Goods Yard right in the middle of a large number of exit portals and **poisonous smoke stacks** borders on being criminally negligent. This new **"recreational area"** will be subject to the dangerous invisible particulates of 2.5 microns and smaller so many residents and children will be unaware that they are being poisoned. **All evidence shows that these particulates are linked with increased cases of asthma, lung disease, cancer and stroke** placing further pressure on our already overloaded health system.
10. If stage 3 of the Westconnex project is completed, it is predicted that by 2033, reductions in peak travel times from Western Sydney to the airport and to the Botany Port area will be **miniscule**. Parramatta to Sydney airport will save **10 minutes**, between Burwood and Sydney Airport the time saved will be **5 minutes** and between Silverwater and Port Botany the time saved will be **10 minutes**. These are only the best predictions put forward and time savings may in fact be much less. The whole rationale for building this wasteful **18 billion dollar** polluting project was precisely for that reason... to reduce travel times..

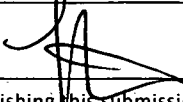
Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <i>Anthony Jackson</i>
	Address: <i>4 LEBENT ST</i>
Application Number: SSI 7485	Suburb <i>LEICHHARDT</i> Postcode <i>2060</i>
Application Name: WestConnex M4-M5 Link	Signature: <i>[Signature]</i>
Please include my personal information when publishing this submission to your website Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.	

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

1. I object to the selection of Darley Road as a civil and construction site on the following grounds.
2. The period of construction proposed is unacceptably long. Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years while the EIS states that it will be operational for 5 years. This period creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.
3. 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. The EIS states 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.
4. No truck movements should be permitted on Darley Rd or any local roads in Leichhardt or adjoining suburbs. 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 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. I object to the selection of the Darley Rd site altogether, but propose this alternative, which appears to represent the least worst impact, should be chosen if this site is to be used.
5. I object to the number of truck movements proposed at the Darley Road site. The EIS states that there will be 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, as is currently provided.
6. 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 and provide a plan for enforcement (to be paid for by SMC and not by the Inner West Council).

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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: <u>JESSICA CECCHIANO</u>
	Address: <u>56 HUBERT ST</u>
Application Number: SSI 7485	Suburb: <u>LEICHHARDT</u> Postcode <u>2040</u>
Application Name: WestConnex M4-M5 Link	Signature: 
Please <u>include</u> my personal information when publishing this submission to your website Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.	

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

1. I object to the planned acquisition of the Dan Murphys site on Darley Road for the creation of a civil and tunnel works site as it will create unacceptable noise impacts for the community and lead to traffic chaos, along with creating an increased risk of accidents to pedestrians and cycle users.
2. The substation and water treatment plant proposed for Darley Road should be moved to the north end of the site near the City West link so that it is less visible to residents. There are no homes that will have direct line of sight of the facility if it is moved. This will also enable direct pedestrian access to the light rail without the need to use the winding path at the rear of the site which creates safety issues and adds to the time required to access the light rail stop.
3. The EIS permits trucks to access local roads in 'exceptional circumstances', which includes queuing at the site. Given the acknowledged constraints of the Darley Rd 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, as pertains to the Darley Road site, needs to be amended to rule out queuing as an exceptional circumstance which allows trucks to use local roads.
4. At the conclusion of the construction period, the Darley Road site should be returned to the community as compensation for the imposition of this construction site in our neighbourhood for a 5-year period. If the substation and water treatment plant is moved to the north of the site, then the lower half of the site (which is the most accessible end) could be converted into open space with mature trees planted. As this site is immediately adjacent to the bay run, bicycle parking and other facilities that support active transport could be included. This would result in an increase in the green space for residents and result in a pleasant green environment for pedestrians, rather than a fenced facility. The approval conditions need to mandate that the Darley Rd site is to be preserved as green space or other community purposes at the conclusion of the construction period.
5. No trucks (heavy or light) should be permitted on any streets adjacent to Darley Road identified as NCA 13 (James Street to Falls Street). A blanket prohibition should be in force with respect to any worker vehicles from the construction site parking on these local streets. These homes will already suffer the worst construction impacts and should be spared the further imposition of lack of parking and the additional noise impacts of additional cars on their street. These local streets are not designed to handle heavy vehicle movements. Therefore, any approval conditions need to prohibit outright truck movements (including parking) and worker parking on all local streets adjacent to Darley Road.
6. Any approval conditions and the relevant construction contracts must require that all workers to the Darley Rd site are bussed in or use public transport such as the light rail, with no parking whatsoever permitted on local roads adjacent to the Darley Road site. The site currently provides only 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.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Submission from: Name: Signature: Please <u>include / exclude (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. 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 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**

- 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)
- The project directly affects five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction. (Executive Summary xviii)
- The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)
- The EIS states that investigation would be undertaken to confirm whether the Victoria Road bridge is a potential roost site for microbats. There will be attempts to 'manage potential impacts' if confirmed. This is inadequate. The project should not be permitted to impact on vulnerable species.
- The EIS acknowledges that visual impacts will occur during construction. However it does not propose to address these negative impacts in the design of the project. This is unacceptable and the EIS needs to propose walls, plant and perimeter treatments and other measures at appropriate locations to lessen the impact on visual amenity. (Executive Summary xviii)
- The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken during detailed design'. The Community should be given an opportunity to comment upon and influence the design and we object to the approval of the EIS on the basis that this detail is not provided, nor is the community (or other stakeholders) given an opportunity to comment or influence the final design.

Submission from:	Submission to:
Name:..... <i>A. Robertson</i>	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature:..... <i>[Signature]</i>	Attn: Director – Transport Assessments
Please <u>include / exclude (circle)</u> my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.	Application Number: SSI 7485 Application
Address: <i>3 Mastow St</i>	Application Name: WestConnex M4-M5 Link
Suburb: <i>ROBERTS</i> Postcode: <i>2039</i>	

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**

- 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.
- There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods. (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure.
- The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Shukhraj Verma</u>	
	Address: <u>2/59 Balmain Rd</u>	
Application Number: SSI 7485	Suburb: <u>Leichhardt</u>	Postcode <u>2040</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>Shukhraj Verma</u>	
Please INCLUDE my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.		

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

- 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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Name _____ Email _____ Mobile _____

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Shikha Vena</u>	
	Address: <u>2159 BALMAIN RD</u>	
Application Number: SSI 7485	Suburb: <u>Leichhardt</u>	Postcode <u>2040</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>	
<p>Please INCLUDE my personal information when publishing this submission to your website</p> <p>Declaration : I HAVE NOT made any reportable political donations in the last 2 years.</p>		

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

- 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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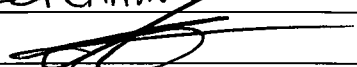
Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment PO Box 39, Sydney, NSW, 2001	Name: <u>ALAN TENELKOV</u>
	Address: <u>137/69 ALLEN ST</u>
Application Number: SSI 7485	Suburb: <u>LEICHHARDT</u> Postcode <u>2040</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>
Please INCLUDE my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.	

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 reasonably access this part of the road network in a timely and safe manner.

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Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>ALAN TELENKOV</u>	
	Address: <u>137/69 ALLEN ST</u>	
Application Number: SSI 7485	Suburb: <u>LEICHHARDT</u>	Postcode <u>2040</u>
Application Name: WestConnex M4-M5 Link	Signature: 	
Please INCLUDE my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.		

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


- 1. 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.
- 5. Noise mitigation – Leichhardt.** The noise mitigation proposed in the EIS is unacceptable. No detail of noise walls is provided, giving residents no opportunity to comment on whether final impacts are acceptable. This is despite the fact 36 homes are identified in the EIS as severely affected by construction noise. The acoustic shed proposed is of the lowest grade and does not cover the entire site, resulting in noise impacts from the movement of trucks in and out of the tunnel access point. The highest grade acoustic shed should be provided, with the shed covering the entire site. The additional noise mitigation such as noise walls, need to be set out in detail so that residents can properly comment on the impacts.

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Name _____ Email _____ Mobile _____

Attention Director
Application Number: SSI 7485

**Infrastructure Projects, Planning
 Services,
 Department of Planning and
 Environment
 GPO Box 39, Sydney, NSW, 2001
 Application Name:
 WestConnex M4-M5 Link**

Name: ERICA MCLACHLAN
Signature: 
 Please
include my personal information when publishing this submission to your website. I HAVE NOT
made reportable political donations in the last 2 years.
Address: 325 TOUNG ST
Suburb: ANNANDALE **Postcode** 2038

I submit my objection to the WestConnex M4-M5 Link proposals for the reasons stated below, and request the Minister reject the application entirely, and cause the proponents to reissue an EIS that is based on a fully researched, developed, and budgeted concept design, and require the proponents to prepare a new business case against that design.

- ◇ The construction and operation of the project will result in 51 property acquisitions. We object to the project in its entirety because of this impact. We note that a number of long-standing businesses have been acquired and that many families and businesses in earlier stages have been forced to go to court to seek fair compensation. We object to the acquisition in particular of the Dan Murphys site. The business was substantially renovated and a new business opened with full knowledge of the likely acquisition. We object to it being acquired and compensated in this circumstances and call on the Government to investigate the circumstances which led to this occurring (Executive Summary xvii)
- ◇ Along with the widening of the Crescent at Annandale the White's Creek bridge is to be rebuilt. This will mean that the road in this area will be reduced in width as first one side of the bridge is rebuilt followed by the other. Added to the additional volume of trucks from the Rozelle Rail Yards, the Crescent Civil site and the Camperdown site this is going to lead to massive congestion on Johnston St and all along the Crescent towards Ross St and make it virtually impossible for residents to exit and return to their local area. It is most likely that the commercial sectors of the Tramsheds development will be badly affected.
- ◇ It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.
- ◇ The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
- ◇ I do not consider it acceptable that cycling/pedestrian routes should be changed for four years in Annandale and Rozelle in ways that will make cycling more difficult and walking less possible for residents with reduced mobility. These are vital community transport routes.
- ◇ The Inner West Greenway was considered but not assessed as a cumulative impact. One of the claimed project benefits of the proposal is improved east/west crossings of Parramatta Rd for pedestrians/bikes and the Greenway would achieve this and should be assessed and provided as part of the project. The Greenway was part of inner west LR project before it was deferred in 2011 and Inner West Council has done extensive work on it.

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

23/9/17

Name: POPPY JACOBSON RUDD

Signature: *Poppy Jacobson Rudd*

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: 261 BALMAIN ROAD

Suburb: LILYFIELD

Postcode: 2040

This document is vague, lacking in detail confusing and confused. Here are my objections:

1. It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With massive number of extra truck **four unfiltered emissions stacks** in the area plus a **large number of exit portals**, the residents of this area will suffer greatly from **poisonous diesel particulates**. This is negligent when you consider that, the World Health Organisation in 2012 declared **diesel particulates carcinogenic**. As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments and surrounds will experience **increased traffic with associated noise and air pollution**— most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe.
2. Also, the widening of the Crescent between the city West Link and Johnston street with **an extra lane being constructed** will lead to heavy traffic congestion on a road that has **3 Primary/Infants schools**.
3. The EIS states that property damage due to ground movement "may occur, further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement and subsidence is lessened** where tunnelling is more than **35 metres underground**. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are astonishingly shallow eg **John St at 22metres Hill St at 28metres Moore St 27 metres**. (Vol 2B Appendix E Part 2) **Catherine St at 28metres** (Vol 2B Appendix E Part 1). At these shallow depths, the homes above would sustain serious structural damage and cracking.
5. Rozelle Rail Yards will have **400 car parking spaces** provided for workers (EIS). The daily workforce for these sites is stated to be approximately **550**. This means that **150 vehicles** will need to park in nearby local streets which are already over-subscribed during weekdays by commuters taking the light rail.
6. The removal of spoil from the Rozelle Rail Yards will lead to the **largest number of spoil truck movements** on the entire Stage 3 project: **517 Heavy truck movements a day**, of which 46 are stated to take place during peak hours.
7. The removal of **Buruwan Park** between The Crescent and Bayview Crescent/Railway Parade, Annandale to accommodate the widening realignment of the Crescent would be a direct loss of much-needed parkland in this inner city area.
8. The proposed building of a park in the area of the Goods Yard right in the middle of a large number of exit portals and **poisonous smoke stacks** borders on being criminally negligent. This new "recreational area" children will be unaware that they are being poisoned.
9. The introduction of the EIS clearly states that the information in the EIS is "indicative of the final design only. The reality of this statement means that the project may be completely different to stated plans in the EIS. Furthermore although the EIS indicates what is to be expected when construction begins, it also states that that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed upon. This may result in major **changes to the project design and construction methodologies**. The community would have no say in this process.

<p>Attention Director Application Number: SSI 7485 Application</p> <p>Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p>	<p>Name: LAURA PARNALL</p> <p>Signature: <i>[Signature]</i></p> <p>Please include <input checked="" type="checkbox"/> 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.</p> <p>Address: UNIT 3, RENWICK ST.</p> <p>Suburb: ROSEBURN Postcode: 2016</p>
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I object to the WestConnex M4-M5 Link proposals for the following reasons:

1. It is clear that the tunnel portals will be major sites for more traffic congestion. Some intersections that are currently very congested will be just as bad in 2033.
2. No road junction as large and complex as the extraordinary spaghetti junction proposed to go underground has been built anywhere in the world. The feasibility is not tested. There are no international or national standards for such a construction.
3. 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.
4. The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.
5. The justification for this project relies on the completion of other projects such as the Western Harbour Tunnel which has not yet been planned, let alone approved.
6. Are there other potentially serious problems with Sydney Water utility services (described at EIS 12-57) or with other utilities in other suburbs or along the proposed M4-M5 tunnel alignment? If so, the EIS proposals and application should not be approved till these are all disclosed, researched, surveyed and the resolution publicly published.
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. I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.
10. The mechanical ventilation proposed depends on single direction tunnel construction, so how it can possibly work for large curved tunnels on multiple levels is unknown.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

Submission from:	Submission to:
Name:..... <i>Craig Clegg</i>	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature:..... <i>[Signature]</i>	Attn: Director – Transport Assessments
Please include / delete (cross out or circle) my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.	Application Number: SSI 7485 Application
Address: <i>7 Festival St</i>	Application Name: WestConnex M4-M5 Link
Suburb: <i>Sadler</i> Postcode: <i>2161</i>	

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

- The decision to build a three-stage tollway instead of expanding public transport has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
- The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city.
- There will be 100 workers a day on the site, with provision for only 10-20 car spaces and there is a concession that local streets will be used, who will be 'encouraged' to use public transport. Our experience with the major construction sites in Haberfield, and St Peters that public transport is not used by the workers and that despite the fact they are not supposed to do so, they park in our local streets and cause strife with our residents.
- The EIS at 7-21 states that Community update Newsletters were distributed to residents 'near the project footprint' in many suburbs. This statement is simply not correct. No such newsletters were received by residents in central and northern Newtown. SMC was made aware of this fact, but has not responded to verbal and written requests for audited confirmation of the addresses 'letterboxed'. This statement of community engagement should be rejected by the Department.
- Darley Road is confirmed as a 'civil and tunnel site (dive site)' with a 'Motorway Operations' site at one end for machinery during the build and will then house permanent water treatment facilities, despite evidence tendered to the Concept Design explaining that this intersection has an high accident rate and is completely unsuitable for such a purpose.
- I do not accept that King Street traffic congestion will be improved by this project, There should be a complete review of the traffic modelling that does not appear to take sufficient notice of the impact of pouring 51000 extra cars down Euston Rd on top of increases in population in the area. Given that there is no outlet between the St Peters and Haberfield or Rozelle, all traffic going to the CBD, East or into the Inner West will use local roads.
- I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed. There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
- Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?
- I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.
- An on-line interactive map was published with the M4-M5 Concept Design that indicated a very wide yellow 'swoosh' that is upwards of a kilometre wide in some sections of the M4-M5 proposals. SMC have NEVER publicly published or acknowledged that the contractor to be appointed to build the tunnels will be 'encouraged' to do so within the yellow swoosh footprint, but may go outside the indicative swoosh area if found necessary after further geotech and survey work. The proposed Sydney Water Tunnels surveys (EIS 12-57) could potentially see a dramatic change in the tunnel alignments in the Newtown area. Why were these surveys not done during the past three years such that 'definitive' rather than 'indicative' alignments could be published. The EIS should be withdrawn till such time that it is a true and fair 'definitive' document open for genuine public comment.

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

Name:

James Permainan Linbeck

Signature:

[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:

251362 Mitchell Rd, Alexandria

Suburb:

Alexandria

Postcode:

2015

Submission to:

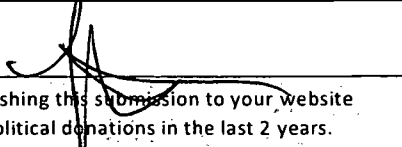
Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- 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

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>JESSICA LEICHHARDT</u>
	Address: <u>56 HUBERT ST</u>
Application Number: SSI 7485	Suburb: <u>LEICHHARDT</u> Postcode <u>2040</u>
Application Name: WestConnex M4-M5 Link	Signature: 
Please <u>include</u> my personal information when publishing this submission to your website Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.	

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

1. I object to the proposal to the Darley Road civil and tunnel site for the reasons set out in this submission.
2. I object 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.
3. 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 provide that 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.
4. 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.
5. The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed or any detail provided. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unlivable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.
6. The EIS does not even mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

Campaign Mailing Lists : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name _____ Email _____ Mobile _____

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

Name: MARION MIKHIEL

Signature: 

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

Address: 92 Booth Street

Suburb: Annandale NSW Postcode: 2038

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

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- 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.
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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: Marian Michael

Signature: [Signature]

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

Address: 92 Booth St

Suburb: Annandale Postcode: 2038

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 should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' Therefore this entire process is a sham as the extent to which concerns are taken into account is not known as the contractor can simply make further changes. As the contractor is not bound to take into account community impacts outside of the strict requirements and as the contractor will be trying to deliver the project as quickly and cheaply as possible, it is likely that the additional measure proposed with respect to construction noise mitigation for (example) will not be adopted. The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS is riddled with caveats and lacks clear obligations and requirements of project delivery. The additional effect of this is that the community and other stakeholders such as the Council will be unable to undertake compliance activities as the conditions are simply too broad and lack any substantial detail.
- ☐ There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods. (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure.
- The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts. (Executive Summary xvi)
- ☐ The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)
- ☐ No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

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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: JULIE VERANMORE

Signature: [Signature]

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

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

Address: 6 LOFTUS ST

Suburb: LEICHHARDT Postcode: 2040

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485
Application

Application Name: WestConnex M4-M5
Link

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Name: JULIE VERANMORE Email: julie-veranmore@yahoo.com.au Mobile: 0437006224

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment PO Box 39, Sydney, NSW, 2001	Name: <u>Susan D White</u>
	Address: <u>278 Annandale St</u>
Application Number: SSI 7485	Suburb: <u>Annandale</u> Postcode <u>2038</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>S White</u>
Please INCLUDE my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.	

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

1. **Heavy vehicle movements during peak hours – Leichhardt.** The EIS states that 'reasonable and practical management strategies would be investigated to minimize the volume of heavy vehicle movements during peak hours.' (8-53). This is 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.
2. **Light construction vehicle routes** – the EIS acknowledges that these vehicles will use 'dispersed' routes (8-62). In other words, construction vehicles will use and park on local roads. The EIS does not propose any management as to which roads they use. The addition of 70-100 light vehicle movements day in Leichhardt will result in our small, congested streets, which are already at capacity and suffering parking shortages, will have the added impact of workers travelling to and from the site and parking in local streets. 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.
3. **EIS is Indicative only** - The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. 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.
4. **Intersection of James St and City West Link** – The EIS (8-630 indicates that there will be an increase in traffic volume during construction of nearly 400 vehicles during peak hour. The only strategy to manage this is allowing a right-hand turn into James Street. This intersection is the third most dangerous in the inner west (based on TfNSW's own statistics). There is no analysis of crash statistics at this intersection provided in the EIS. The EIS should not be approved in its current form. It needs to provide certainty to the community that they will be able to 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

Name _____ Email _____ Mobile _____

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Susan D White</u>
	Address: <u>278 Annandale St</u>
Application Number: SSI 7485	Suburb: <u>Annandale</u> Postcode <u>2038</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>S White</u>
Please INCLUDE my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.	

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

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.

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: Gillian Cohen

Signature: GILLIAN COHEN

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: 155 Trafalgar St

Suburb: Stammore Postcode: 2048

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485
Application

Application Name: WestConnex M4-M5
Link

Property acquisitions

10. 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 these circumstances and call on the Government to investigate the circumstances which led to this occurring (Executive Summary xvii)

Noise barriers

11. No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

Risk of settlement (ground movement)

12. The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.

Ambient air quality

13. There is no evidence provided in the EIS that the ventilation outlets will be date. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.

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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: *delate*

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:

10. The decision to build a three-stage tollway of the scale and complexity proposed 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.

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: _____

Submission from: Name: <u>Heben Dubrown</u> Signature: <u>[Signature]</u> 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: <u>10 Alannah Close</u> Suburb: <u>Bargo</u> Postcode: <u>2234</u>	Submission to: Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 Attn: Director – Transport Assessments Application Number: SSI 7485 Application Application Name: WestConnex M4-M5 Link
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I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application.

- o 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.
- o 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.
- o 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.
- o 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.
- o 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.
- o 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)
- o 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.
- o 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.
- o 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.
- o 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.
- o Other Comments

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>KATHARINE Egan</u>
	Address: <u>50/20 Fitzgerald St</u>
Application Number: SSI 7485	Suburb: <u>Newtown</u> Postcode <u>2104</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>
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. I object

2. 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.
3. 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.
4. The business case for the project in all three stages does not take into account the costs of external impacts of air pollution for human and environmental health; increased fossil fuel emissions contributing to increase-global warming; 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 the questionable short term benefits of building roads which poorly serve people's transport needs and are not sustainable in the long term.
5. The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters Interchange will have a heavy disruptive impact on the local transport routes, whether by vehicle, bus, or active transport (walking and cycling).
6. The increasing numbers of vehicles on the roads around the St Peters Interchange will increase the vehicle pollution (known to have adverse effects on breathing and also to be carcinogenic) in this area.

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: <u>Jody O'Connor</u>	
	Address: <u>7/46-48 Terrace Rd</u>	
Application Number: SSI 7485	Suburb: <u>Dulwich Hill</u>	Postcode <u>2203</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>	
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 community has never been consulted or asked about the decision to build a three-stage tollway instead of expanding public transport and WestConnex has never been subjected to democratic decision-making and in fact has been opposed by a huge majority of submissions received in response to the Environmental Impact Statements for the first two stages.
2. I object to the issue of this EIS only 14 days after submission of comments on the concept design closed. Thousands of comments were submitted on the design and how could these have been considered for the EIS in the available. This raises questions about the integrity of the entire EIS process.
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. The business case for the project in all three stages has failed to taken into account the external costs of these massive road projects in air pollution for human and environmental health, in adding fossil fuel emissions to increase global warming effects, and in the economic and social costs of the disruption to human activities, of displacement of people and businesses and of the destruction of community cohesion and amenity. These external costs far outweigh any benefits from building roads which poorly serve people's transport needs but instead enrich private corporations.
5. The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters Interchange will have a heavy disruptive impact on the local transport routes, whether by vehicle, bus, or active transport (walking and cycling).
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 and Enmore Roads and though the streets of Erskineville and Alexandria.
7. 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.
8. 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.
9. 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 people living in this region neither asked for nor want the whole WestConnex project which will not serve the needs of this population but who will nonetheless have to live and work with the impact of multiple years of construction, heavy vehicle traffic, noise and pollution, and local disruption and probable damage to their houses or business premises with compensation only a dim prospect.

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.

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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: <u>Aiden Regan</u>
Application Number: SSI 7485	Address: <u>13/27 Myra rd</u> Suburb: <u>Dulwich Hill</u> Postcode <u>2203</u>
Application Name: WestConnex M4-M5 Link	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.	

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

- The decision to build a three-stage tollway instead of expanding public transport has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
- The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city.
- There will be 100 workers a day on the site, with provision for only 10-20 car spaces and there is a concession that local streets will be used, who will be 'encouraged' to use public transport. Our experience with the major construction sites in Haberfield, and St Peters that public transport is not used by the workers and that despite the fact they are not supposed to do so, they park in our local streets and cause strife with our residents.
- The EIS at 7-21 states that Community update Newsletters were distributed to residents 'near the project footprint' in many suburbs. This statement is simply not correct. No such newsletters were received by residents in central and northern Newtown. SMC was made aware of this fact, but has not responded to verbal and written requests for audited confirmation of the addresses 'letterboxed'. This statement of community engagement should be rejected by the Department.
- Darley Road is confirmed as a 'civil and tunnel site (dive site)' with a 'Motorway Operations' site at one end for machinery during the build and will then house permanent water treatment facilities, despite evidence tendered to the Concept Design explaining that this intersection has an high accident rate and is completely unsuitable for such a purpose.
- I do not accept that King Street traffic congestion will be improved by this project, There should be a complete review of the traffic modelling that does not appear to take sufficient notice of the impact of pouring 51000 extra cars down Euston Rd on top of increases in population in the area. Given that there is no outlet between the St Peters and Haberfield or Rozelle, all traffic going to the CBD, East or into the Inner West will use local roads.
- I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed. There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
- Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?
- I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.
- An on-line interactive map was published with the M4-M5 Concept Design that indicated a very wide yellow 'swoosh' that is upwards of a kilometre wide in some sections of the M4-M5 proposals. SMC have NEVER publicly published or acknowledged that the contractor to be appointed to build the tunnels will be 'encouraged' to do so within the yellow swoosh footprint, but may go outside the indicative swoosh area if found necessary after further geotech and survey work. The proposed Sydney Water Tunnels surveys (EIS 12-57) could potentially see a dramatic change in the tunnel alignments in the Newtown area. Why were these surveys not done during the past three years such that 'definitive' rather than 'indicative' alignments could be published. The EIS should be withdrawn till such time that it is a true and fair 'definitive' document open for genuine public comment.

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Name _____ Email _____ Mobile _____


Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>John M. M. M.</u>	
	Address: <u>67 Marion St</u>	
Application Number: SSI 7485	Suburb: <u>Leichhardt</u>	Postcode <u>2040</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>	
Please INCLUDE my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.		

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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Name _____ Email _____ Mobile _____

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: Ben Bowen.
Application Number: SSI 7485	Address: 67 Francis street
Application Name: WestConnex M4-M5 Link	Suburb: Leichhardt Postcode 2040
Signature:  Please <u>include</u> my personal information when publishing this submission to your website Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.	

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

1. I further object to the proposal to the Darley Road civil and tunnel site for the reasons set out in this submission.
2. The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS has many caveats and depends upon further steps (such as traffic management plans), the detail of which is not provided. The community has no certainty that any of the impacts from construction will be managed to an acceptable level.
3. There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure.
4. The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts. (Executive Summary xvi)
5. The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)
6. There are 36 homes identified as having severe noise impacts during construction in Leichhardt and Lilyfield. No noise barriers have been identified so residents are unable to comment as to whether this impact will be reduced. No proposal for alternative accommodation is provided. This is unacceptable and all of the proposed noise mitigation options should be detailed in the EIS so that residents have an opportunity to comment on what is proposed. (Executive Summary xvii)
7. There is no plan to manage traffic on Darley Road proposed in the EIS. This critical arterial road is regularly congested at peak periods. Reference in the EIS to developing a traffic management plan in the future is not acceptable. The detail of what is proposed needs to be contained in the EIS so that residents can assess whether the impact of 170 light and heavy vehicle movements a day in and out of the site can be acceptably managed.

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Name _____ Email _____ Mobile _____

Submission from: Name: <u>Rose Guymer</u> Signature: <u>[Signature]</u> 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: <u>13/27 MYRA RD</u> Suburb: <u>DULWICH HILL</u> Postcode: <u>2203</u>	Submission to: Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 Attn: Director – Transport Assessments Application Number: SSI 7485 Application Application Name: WestConnex M4-M5 Link
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I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application.

- 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.
- Other Comments

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Name _____ Email _____ Mobile _____

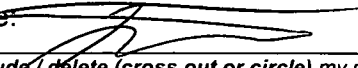
Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>KIM GOOD.</u>
	Address: <u>77 CARY ST.</u>
Application Number: SSI 7485	Suburb: <u>MARRIOHILL</u> Postcode <u>2204</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>
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 application, for the following reasons:

- It is clear that the tunnel portals will be major sites for more traffic congestion. Some intersections that are currently very congested will be just as bad in 2033.
- No road junction as large and complex as the extraordinary spaghetti junction proposed to go underground has been built anywhere in the world. The feasibility is not tested. There are no international or national standards for such a construction.
- The impact of the deep tunnelling for the M4-M5 link - in addition to the tunnelling for the new Sydney Metro in the same area - in the Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings above, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because either contractor will no doubt blame the other.
- The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.
- The justification for this project relies on the completion of other projects such as the Western Harbour Tunnel which has not yet been planned, let alone approved.
- Are there other potentially serious problems with Sydney Water utility services (described at EIS 12-57) or with other utilities in other suburbs or along the proposed M4-M5 tunnel alignment ? If so, the EIS proposals and application should not be approved till these are all disclosed, researched, surveyed and the resolution publicly published.
- The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters, Haberfield and Rozelle Interchanges will disrupt local transport networks including bus and active transport (walking and cycling).
- I oppose the destruction of any more of Sydney's heritage for WestCONNex. I am appalled that Sydney Motorway Corporation is seeking approval to tunnel under hundreds of highly valued heritage buildings in Newtown without any serious assessment of risk at all. This heritage belongs to all of Sydney.
- I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.
- The mechanical ventilation proposed depends on single direction tunnel construction, so how it can possibly work for large curved tunnels on multiple levels is unknown.

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Name _____ Email _____ Mobile _____

Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Jeremy Mulligan</u> Signature: 
Attention: Director – Transport Assessments	Please include / delete (cross out or circle) my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: <u>10 Pidcock St</u> Suburb: <u>Camperdown</u> Postcode <u>2050</u>

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

- ✚ The decision to build a three-stage tollway instead of expanding public transport has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
- ✚ The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city.
- ✚ There will be 100 workers a day on the site, with provision for only 10-20 car spaces and there is a concession that local streets will be used, who will be 'encouraged' to use public transport. Our experience with the major construction sites in Haberfield, and St Peters that public transport is not used by the workers and that despite the fact they are not supposed to do so, they park in our local streets and cause strife with our residents.
- ✚ The EIS at 7-21 states that Community update Newsletters were distributed to residents 'near the project footprint' in many suburbs. This statement is simply not correct. No such newsletters were received by residents in central and northern Newtown. SMC was made aware of this fact, but has not responded to verbal and written requests for audited confirmation of the addresses 'letterboxed'. This statement of community engagement should be rejected by the Department.
- ✚ Darley Road is confirmed as a 'civil and tunnel site (dive site)' with a 'Motorway Operations' site at one end for machinery during the build and will then house permanent water treatment facilities, despite evidence tendered to the Concept Design explaining that this intersection has an high accident rate and is completely unsuitable for such a purpose.
- ✚ I do not accept that King Street traffic congestion will be improved by this project, There should be a complete review of the traffic modelling that does not appear to take sufficient notice of the impact of pouring 51000 extra cars down Euston Rd on top of increases in population in the area. Given that there is no outlet between the St Peters and Haberfield or Rozelle, all traffic going to the CBD, East or into the Inner West will use local roads.
- ✚ I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed. There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
- ✚ Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?
- ✚ I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.
- ✚ An on-line interactive map was published with the M4-M5 Concept Design that indicated a very wide yellow 'swoosh' that is upwards of a kilometre wide in some sections of the M4-M5 proposals. SMC have NEVER publicly published or acknowledged that the contractor to be appointed to build the tunnels will be 'encouraged' to do so within the yellow swoosh footprint, but may go outside the indicative swoosh area if found necessary after further geotech and survey work. The proposed Sydney Water Tunnels surveys (EIS 12-57) could potentially see a dramatic change in the tunnel alignments in the Newtown area. Why were these surveys not done during the past three years such that 'definitive' rather than 'indicative' alignments could be published. The EIS should be withdrawn till such time that it is a true and fair 'definitive' document open for genuine public comment.

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Name _____ Email _____ Mobile _____

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Lydia Dahler</u>
Application Number: SSI 7485	Address: <u>98 Boundarney Rd</u> Suburb: <u>North Epping</u> Postcode <u>2121</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>
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 application, 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 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.

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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: Korcelis Zylstra

Signature: [Signature]

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

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

Address: 27 Callan St

Suburb: Rosdale Postcode: 2039

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

IRON COVE AREA

14. 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)

Removal of vegetation

15. 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

16. 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

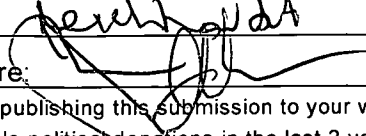
17. The substation and water treatment plant should be moved to the north end of the site near the City West link. This will mean that the site is less visible to residents and most pedestrian access is at this end. There are no homes that will have direct line of sight of the facility if it is moved. This will also enable direct pedestrian access to the light rail without the need to use the winding path at the rear of the site which creates safety issues and adds to the time required to access the light rail stop.

Future use of the Darley Road site

18. 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.

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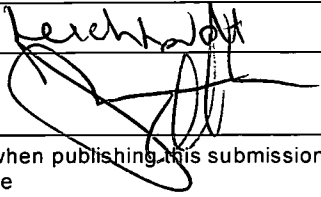
Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment PO Box 39, Sydney, NSW, 2001	Name: <u>John M. M. M.</u>	
	Address: <u>67 Marion St</u>	
Application Number: SSI 7485	Suburb: <u>Leichhardt</u>	Postcode <u>2040</u>
Application Name: WestConnex M4-M5 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.

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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: <u>John Milne</u>	
	Address: <u>67 Marion St</u>	
Application Number: SSI 7485	Suburb: <u>Leichhardt</u>	Postcode <u>2040</u>
Application Name: WestConnex M4-M5 Link	Signature: 	
<p>Please INCLUDE my personal information when publishing this submission to your website</p> <p>Declaration : I HAVE NOT made any reportable political donations in the last 2 years.</p>		

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

- 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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