

From: [REDACTED]
Sent: Mon, 9 Oct 2017 10:22:23 +0000
To: [REDACTED]
Subject: FW: Submission Details for Joseph Morr (object)
Attachments: 226549_SSYP Commer17100907490_0002_2017Oct09_2121.pdf

From: system@accelo.com On Behalf Of Joseph Morr
Sent: Monday, 9 October 2017 9:22:08 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Joseph Morr (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Joseph Morr
[REDACTED]
[REDACTED]
[REDACTED]

Blackheath, NSW
2785

Content:
See attached

[REDACTED]
Submission: Online Submission from Joseph Morr (object)
https://majorprojects.accelo.com/?action=view_activity&id=226549

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

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

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

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

Ventilation: Air pollution

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

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

Air pollution, noise and vibration during construction

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

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

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

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

Soil pollution in construction

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

Safety and traffic management during construction and operation

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- A traffic plan concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road and footpath users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic,
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- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

Other major concerns I have include:

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

Yours Sincerely,

Signature: 

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

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

Name: *Joseph Moe*

Address: *70 Rozelle Street, Blackheath*

Email: *merjoseph@gmail.com*

From: [REDACTED]
Sent: Mon, 9 Oct 2017 10:29:21 +0000
To: [REDACTED]
Subject: FW: Submission Details for Elizabeth Mons (object)
Attachments: 226557_SSYP Commer17100907490_0005_2017Oct09_2127.pdf

From: system@accelo.com On Behalf Of Elizabeth Mons
Sent: Monday, 9 October 2017 9:29:08 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Elizabeth Mons (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Elizabeth Mons
[REDACTED]
[REDACTED]
[REDACTED]

Dee Why, NSW
2099

Content:
see attached

[REDACTED]
Submission: Online Submission from Elizabeth Mons (object)
https://majorprojects.accelo.com/?action=view_activity&id=226557

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

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

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Yours Sincerely,

Signature:

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

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

Name: Elizabeth ~~Ann~~ Morris

Address: 2/9 Daisy Street DEEWYD NSW 2099

Email: emorris961@gmail.com

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details
Attachments: 226555_SSYD Commer17100907490_0004_2017Oct09_2125.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 9:26:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:
see attached

[REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=226555

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

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

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

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

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

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Other major concerns I have include:

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

Yours Sincerely,

Signature:

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

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

Name:

Address:

Email:

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

Name:.....

Signature:.....

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

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

Address:.....

Suburb:Postcode.....

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5
Link

- i. 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.
- ii. The EIS acknowledges that 'rat running' by cars to avoid added congestion and delays caused by construction traffic will put residents at risk. No only solution is a Management Plan, which is yet to be developed, and to which the public will have no impact. This is completely unacceptable.
- iii. 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.
- iv. 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.
- v. Removal of vegetation - Leichhardt. The EIS states that all vegetation will be removed on the Darley Road site. There are several mature trees located on the north of the site. None of these trees should be removed as they provide precious greenery. They also act as a visual and noise screen for residents from the City West Link traffic. All efforts should be taken to retain the trees and the EIS should not simply permit these trees to be removed without proper investigations being undertaken as to how they can be retained. If they are removed following a proper investigation and consideration of all options, then the approval needs to specify that all streets are replaced with mature, native trees at the conclusion of the construction at the site.
- vi. 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.
- vii. 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.

Attention Director

Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

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

- 1) The 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.
- 2) 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.
- 3) 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.
- 4) 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.
- 5) The EIS states that darley Road is a contaminated site, and likely has asbestos. The proposal is that 'treated' water will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons. There is no detail of the ongoing Motorway maintenance activities during operation provided in the EIS. The community therefore cannot comment on the impact that this ongoing facility will have on the locality. This component of the EIS should not be approved as this information is not provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.
- 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.

Attention Director

Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

Postcode: [REDACTED]

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

- i. *I specifically object to the removal of the lighting tower and the Port Authority Building. These items are of considerable local significance and are representative of the operation of the Rozelle Rail Yards in the first part of the 20th century. I do not agree with trashing industrial history when it could be put to good community use.*
- ii. *Noise impacts - Camperdown The EIS indicates that a large number of residents will be affected by construction noise caused by demolition and pavement and infrastructure works. This includes use of a rock breaker and concrete saw. During all periods of construction, there will be noise impacts from construction of site car parking and deliveries and pavement and infrastructure works. No proper mitigation measures are proposed to protect residents from these impacts (10-118, EIS) The EIS admits that three residents and two businesses will be subject to noise impacts above acceptable levels for 16 days (10-119, EIS) No detail is provided as to whether alternative accommodation will be offered or other compensation.*
- iii. *Easton Park has a long history and is part of an urban environment which is unusual in Sydney. The park needs to be assessed from a visual design point of view. It will be quite a different park when its view is changed to one of a large ventilation stack. The suggestion that it has been 'saved' needs to be considered in the light of the severe 5 years construction impacts and the reshaped urban environment*
- iv. *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.*
- v. *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.*
- vi. *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 OOHU protocol. This is inadequate as the community have no opportunity to comment on the OOHU protocol or the management of the ongoing impacts to which they will be subjected.*

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details
Attachments: 226569_SSYP Commer17100907490_0008_2017Oct09_2134.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 9:35:04 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:
see attchaed

[REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=226569

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

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

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- Details of the impacts on bus routes and stops, and cycle paths and footpaths within 500m of construction, including but not limited to Victoria Road during construction and operation,
- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

Other major concerns I have include:

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

Yours Sincerely,

Signature:

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

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

Name:

Address:

Email:

From: [REDACTED]
Sent: Mon, 9 Oct 2017 10:42:11 +0000
To: [REDACTED]
Subject: FW: Submission Details for I Schwartzman (object)
Attachments: 226551_SSYP Commer17100907490_0003_2017Oct09_2123.pdf

From: system@accelo.com On Behalf Of I Schwartzman
Sent: Monday, 9 October 2017 9:24:04 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for I Schwartzman (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: I Schwartzman
[REDACTED]
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:
see attached

[REDACTED]
Submission: Online Submission from I Schwartzman (object)
https://majorprojects.accelo.com/?action=view_activity&id=226551

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

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

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

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

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

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

Ventilation: Air pollution

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

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

Air pollution, noise and vibration during construction

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

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

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

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- Ensure children living within 500m of construction are able to receive full nights of sleep, as lack of sleep leads to tiredness and proven difficulty learning.

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Signature:



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

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

Name:

I. Schwartzman

Address:

Email:

igals02@yahoo.com

From: [REDACTED]
Sent: Mon, 9 Oct 2017 10:47:18 +0000
To: [REDACTED]
Subject: FW: Submission Details for [REDACTED] (object)
Attachments: 226581_SSYP Commer17100907490_0011_2017Oct09_2141.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 9:42:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for [REDACTED] (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:
see attached

IP Address: [REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=226581

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

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

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

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

Yours Sincerely,

Signature:

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

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

Name:

Address:

Email:

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Sunday, 15 October 2017 8:27:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]
[REDACTED]
[REDACTED]

Content:

Objection to WestConnex M4M5 Link

I object to the proposed WestConnex M4M5 Link for the following reasons:

The proposed ventilation shafts for Rozelle, Lilyfield and St Peters are unfiltered, they must be filtered stacks to protect the health of local residents, especially children;

Air pollution, noise and vibration during construction will severely impact on the local area, especially during tunnelling and the fact this will run 24 hours a day, 7 days a week;

Air stacks and construction sites are close to schools and day care centres, exposing young children to major health risks;

Building trucks will potentially drive through local streets during construction, increasing local traffic and potential serious accidents;

Public transport would be a much better long term investment of public money;

The impacts on bus routes and bus stops, cycle paths and footpaths within 500m of construction must be explained so that there is some guarantee that travel times will not be impacted during the construction phase

Traffic modelling is inadequate and inaccurate;

and the Iron Cove Link must remain toll free, or Rozelle and Lilyfield roads will turn into a rat race as people seek to avoid paying tolls.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

https://majorprojects.accelo.com/?action=view_activity&id=227726

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, 9 Oct 2017 10:53:01 +0000
To: [REDACTED]
Subject: FW: Submission Details for Linda Arnull (object)
Attachments: 226589_SSYP Commer17100907490_0014_2017Oct09_2148.pdf

From: system@accelo.com On Behalf Of Linda Arnull
Sent: Monday, 9 October 2017 9:49:09 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Linda Arnull (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Linda Arnull
[REDACTED]
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:
see attached

[REDACTED]
Submission: Online Submission from Linda Arnull (object)
https://majorprojects.accelo.com/?action=view_activity&id=226589

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

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

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

<https://westconnexactiongroup.google.com/makeyoursubmissiontothewestconnexm4m5eis/Submission-to-WestConnex-New-M4M5/>

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

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

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Yours Sincerely,

Signature:



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

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

Name: MARTA BALASSA

Address: 36 GROVE ST LILYFIELD 2040

Email: martaub@bigpond.com

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details for Linda Arnall (object)
Attachments: 226589_SSYD Commer17100907490_0014_2017Oct09_2148.pdf

From: system@accelo.com On Behalf Of Linda Arnall
Sent: Monday, 9 October 2017 9:49:09 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Linda Arnall (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Linda Arnall
[REDACTED]
[REDACTED]
[REDACTED]

Razelle, NSW
2039

Content:
see attached

[REDACTED]
Submission: Online Submission from Linda Arnall (object)
https://majorprojects.accelo.com/?action=view_activity&id=226589

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

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

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Yours Sincerely,

Signature:

Paul

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

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

Name: *LINDA ARNOLD*

Address: *1/658 DARLING STREET*

Email:

From: [REDACTED]
Sent: Mon, 9 Oct 2017 10:53:38 +0000
To: [REDACTED]
Subject: FW: Submission Details for Alan McCrindle (object)
Attachments: 226583_SSYP Commer17100907490_0012_2017Oct09_2143.pdf

From: system@accelo.com On Behalf Of Alan McCrindle
Sent: Monday, 9 October 2017 9:44:04 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Alan McCrindle (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Alan McCrindle
[REDACTED]
[REDACTED]
[REDACTED]

Balmain, NSW
2041

Content:
see attached

[REDACTED]
Submission: Online Submission from Alan McCrindle (object)
https://majorprojects.accelo.com/?action=view_activity&id=226583

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

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

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Yours Sincerely,

Signature:



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

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

Name:

Alan McCrindle

Address:

1/403 Darling St, Balmain 2041

Email:

alan.mccrindle@gmail.com

From: [REDACTED]
Sent: Mon, 9 Oct 2017 10:57:13 +0000
To: [REDACTED]
Subject: FW: Submission Details for [REDACTED] (object)
Attachments: 226587_SSYP Commer17100907490_0014_2017Oct09_2146.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 9:47:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for [REDACTED] (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:
see attached

IP Address: [REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=226587

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

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

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

<https://westconnexactiongroup.google.com/makeyoursubmissiontothewestconnexm4m5eis/Submission-to-WestConnex-New-M4M5/>

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

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

Ventilation: Air pollution

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

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- Details of the prevailing wind and other relevant weather conditions at the School for each day in the past year,
- The final design of the 4 ventilation shafts proposed for Rozelle, including the height, diameter, façade and exact location, and a commitment that all ventilation shafts in Rozelle will be filtered for PM2.5,

Air pollution, noise and vibration during construction

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

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

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

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

Soil pollution in construction

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

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- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

Other major concerns I have include:

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

Yours Sincerely,

Signature:

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

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

Name:

Address:

Email:

11 Oct 2017

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

The Director,

RE: M4-M5 Link EIS

I **object** to this project on grounds of

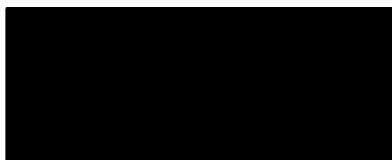
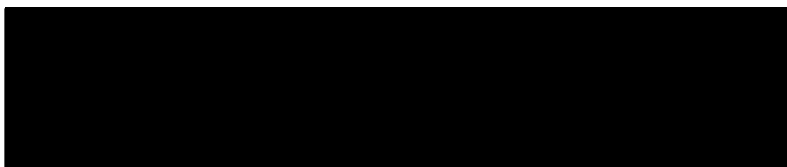
1. **COST** The enormous expenditure will have to be paid for by the residents **twice**: first by taxation and second by paying a toll for years to come.
2. **NO PROVISION FOR PUBLIC TRANSPORT** and if there was any, will **buses** be forced to **pay a toll** for using it?
3. **LACK OF VISION**: building what is essentially **private roads**, fuelled by an energy source that's running out and is polluting the Earth—not very smart.
4. **GENERATION OF URBAN HEAT** Large areas of sealed surfaces produce **Urban Heat**, contributing to Global Warming.

I object to this project on grounds of

DEPT-PLAN-2017-012

11/10/2017

The Berejiklian Government should be investigated for the reason why they are so keen to build roads and high-rise apartment buildings, both of which **make profit** and not improve public transport, build schools, libraries and other infrastructure, **which do not**. Was there any money that changed hands, in the form of "donations"? Secrecy is not part of the mandate the voters had given them.



From: [REDACTED]
Sent: Mon, 9 Oct 2017 10:57:12 +0000
To: [REDACTED]
Subject: FW: Submission Details for Victoria Aspden (object)
Attachments: 226597_SSYP Commer17100907490_0019_2017Oct09_2154.pdf

From: system@accelo.com On Behalf Of Victoria Aspden
Sent: Monday, 9 October 2017 9:56:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Victoria Aspden (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Victoria Aspden
[REDACTED]
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:
see attached

[REDACTED]
Submission: Online Submission from Victoria Aspden (object)
https://majorprojects.accelo.com/?action=view_activity&id=226597

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

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

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Signature:



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

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

Name: VICTORIA ASPDEN

Address: 45 CAMBRIDGE ST, ROZELLE

Email: VEASPDEN@GMAIL.COM

From: [REDACTED]
Sent: Mon, 9 Oct 2017 11:00:08 +0000
To: [REDACTED]
Subject: FW: Submission Details for Holly Symsons (object)
Attachments: 226585_SSYP Commer17100907490_0013_2017Oct09_2144.pdf

From: system@accelo.com On Behalf Of Holly Symsons
Sent: Monday, 9 October 2017 9:45:01 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Holly Symsons (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Holly Symsons
[REDACTED]
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:
see attached

[REDACTED]
Submission: Online Submission from Holly Symsons (object)
https://majorprojects.accelo.com/?action=view_activity&id=226585

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

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

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Signature:



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

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

Name:

Holly Symons

Address:

65-69 Nelson St Rozelle

Email:

HollySymons123@gmail.com

From: [REDACTED]
Sent: Mon, 9 Oct 2017 11:01:54 +0000
To: [REDACTED]
Subject: FW: Submission Details for Christopher Baren (object)
Attachments: 226603_SSYP Commer17100907490_0022_2017Oct09_2159.pdf

From: system@accelo.com On Behalf Of Christopher Baren
Sent: Monday, 9 October 2017 10:01:11 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Christopher Baren (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Christopher Baren
[REDACTED]
[REDACTED]
[REDACTED]

Balmain, NSW
2041

Content:
see attached

[REDACTED]
Submission: Online Submission from Christopher Baren (object)
https://majorprojects.accelo.com/?action=view_activity&id=226603

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

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

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Signature:

~~Let me~~ do not allow for my personal details to be published.

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

Name: CHRISTOPHER BAUER

Address: 54 RAINIER ST BAYVIEW

Email: christopher.bauer@bigpond.com

From: [REDACTED]
Sent: Mon, 9 Oct 2017 11:07:01 +0000
To: [REDACTED]
Subject: FW: Submission Details for Roger Pickup (object)
Attachments: 226599_SSYP Commer17100907490_0020_2017Oct09_2156.pdf

From: system@accelo.com On Behalf Of Roger Pickup
Sent: Monday, 9 October 2017 9:57:02 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Roger Pickup (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Roger Pickup
[REDACTED]
[REDACTED]
[REDACTED]

Drummoyne, NSW
2047

Content:
see attached

[REDACTED]
Submission: Online Submission from Roger Pickup (object)
https://majorprojects.accelo.com/?action=view_activity&id=226599

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

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

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Signature:



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

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

Name: ROGER PICKUP

Address:

7146 St Georges cres, Drummoyne

Email:

syonpark@hotmail.com

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

From: Roger Pickup [mailto:campaigns@good.do]
Sent: Saturday, 14 October 2017 11:55 AM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Dear Sir / Madam, Reference: Westconnex M4-M5 Submission / Objection I am writing to object to the proposed M4-M5 Rozelle interchange with reference in particular to parking and pedestrian safety in streets near Rozelle Public School and also King Georges Park (KGP) which is used for school sporting activities: • The safety of children using the sporting fields at King Georges Park (KGP) is paramount. The use of heavy plant equipment and construction vehicles in and around this area will cause a danger to children travelling to use the fields for their sports activities • Formalising parking & bio-retention facility at KGP will take away parking spaces. Where does the excess traffic park on the weekend? (Conversation at the Inner West Council presentation suggested that Council will consider bringing in resident's parking permits to combat this potential problem – will this lead to parking meters in our streets) • Will the bio-retention facility at KGP to be a permanent fixture? Will it be filtered? If not how is this bio-hazard going to be mitigated? • Callan, Springside, McLeer are all shared zones to become major access roads to the park during construction this will create a safety issue? I look forward to your response to my submission,

Yours sincerely, Roger Pickup 46 St Georges Cres, Drummoyne NSW 2047, Australia

_____ This email was sent by Roger Pickup 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 Roger provided an email address (syonpark@hotmail.com) which we included in the REPLY-TO field.

Please reply to Roger Pickup at syonpark@hotmail.com.

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

▪

From: [REDACTED]
Sent: Mon, 9 Oct 2017 11:07:48 +0000
To: [REDACTED]
Subject: FW: Submission Details for Margaret Black (object)

From: system@accelo.com On Behalf Of Margaret Black
Sent: Monday, 9 October 2017 10:05:59 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Margaret Black (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Margaret Black
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:

I don't want my family to be affected by noise pollution, traffic and vibration during construction.

I think an unfiltered emissions stack is dangerous to the health of the local community.

It is well documented that the amount and type of particulate matter emitted via an unfiltered stack is hazardous to human health. If the construction is to go ahead the only safe option for the community is a FILTERED Stack.

Thank you.

[REDACTED]
Submission: Online Submission from Margaret Black (object)
https://majorprojects.accelo.com/?action=view_activity&id=226605

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, 9 Oct 2017 11:10:43 +0000
To: [REDACTED]
Subject: FW: Submission Details for Leone Carey (object)
Attachments: 226573_SSYP Commer17100907490_0009_2017Oct09_2136.pdf

From: system@accelo.com On Behalf Of Leone Carey
Sent: Monday, 9 October 2017 9:37:04 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Leone Carey (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Leone Carey
[REDACTED]
[REDACTED]

Hurlstone Park, NSW
2193

Content:
see attached

[REDACTED]
Submission: Online Submission from Leone Carey (object)
https://majorprojects.accelo.com/?action=view_activity&id=226573

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

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

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

<https://westconnexactiongroup.gov.au/make-your-submission-to-the-westconnex-m4-m5-eis/submission-to-westconnex-new-m4-m5/>

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

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

Ventilation: Air pollution

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

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

Air pollution, noise and vibration during construction

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

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

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

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

Soil pollution in construction

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

Safety and traffic management during construction and operation

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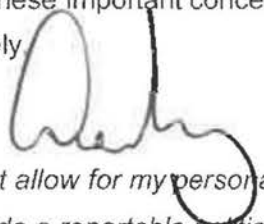
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Other major concerns I have include:

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

Yours Sincerely

Signature:



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

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

Name: **LEONE CAREY**

Address: **94 FLOSS ST HURLSTONE PARK**

Email:

From: [REDACTED]
Sent: Mon, 9 Oct 2017 11:12:57 +0000
To: [REDACTED]
Subject: FW: Submission Details for Jurgen Kuhefuss (object)
Attachments: 226593_SSYP Commer17100907490_0017_2017Oct09_2151.pdf

From: system@accelo.com On Behalf Of Jurgen Kuhefuss
Sent: Monday, 9 October 2017 9:52:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Jurgen Kuhefuss (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jurgen Kuhefuss
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:
see attached

[REDACTED]
Submission: Online Submission from Jurgen Kuhefuss (object)
https://majorprojects.accelo.com/?action=view_activity&id=226593

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

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

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

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Ventilation: Air pollution

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Other major concerns I have include:

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

Yours Sincerely,

Signature: 

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

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

Name: Jürgen Kuehuss

Address:

Email: cowsfoot12@gmail.com

From: [REDACTED]
Sent: Mon, 9 Oct 2017 11:13:13 +0000
To: [REDACTED]
Subject: FW: Submission Details for [REDACTED] (object)
Attachments: 226577_SSYP Commer17100907490_0010_2017Oct09_2139.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 9:40:06 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for [REDACTED] (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:
see attached

[REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=226577

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

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

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

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

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

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

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

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

Name:

Address:

Email:

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

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

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Yours Sincerely,

Signature:

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

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

Name:

Address:

Email:

From: [REDACTED]
Sent: Mon, 9 Oct 2017 11:33:27 +0000
To: [REDACTED]
Subject: FW: Submission Details for Amelia Matto (object)
Attachments: 226601_SSYP Commer17100907490_0021_2017Oct09_2157.pdf

From: system@accelo.com On Behalf Of Amelia Matto
Sent: Monday, 9 October 2017 9:59:07 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Amelia Matto (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Amelia Matto
[REDACTED]
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:
see attached

[REDACTED]
Submission: Online Submission from Amelia Matto (object)
https://majorprojects.accelo.com/?action=view_activity&id=226601

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

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

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

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

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

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

Other major concerns I have include:

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

Yours Sincerely,

Signature:

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

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

Name: *Natasha Mette*

Address: *23 Gordon St, Rozelle*

Email: *nattaramelia@gmail.com*

From: [REDACTED]
Sent: Mon, 9 Oct 2017 11:37:46 +0000
To: [REDACTED]
Subject: FW: Submission Details for Mark Stariha (comments)

From: system@accelo.com On Behalf Of Mark Stariha
Sent: Monday, 9 October 2017 10:35:58 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Mark Stariha (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Mark Stariha

[REDACTED]

Rozelle, NSW
2039

Content:

Rozelle ventilation stack - any ventilation stack located anywhere, particularly near schools need to be filtered.

Victoria Road traffic congestion Drummoyne - the traffic on this road both in and out of peak hours is dreadful. Both sides of Victoria Road Drummoyne are being filled with apartment blocks, and there are 3 traffic lights between Iron Cove Bridge and Gladesville Bridge. Just imagine how much worse the traffic on this section will be if the planned tunnel is constructed. Has consideration being given to extend the tunnel to the foot of Gladesville Bridge? Benefits, significantly better traffic flow, less congestion, traffic off Gladesville Bridge heading South can go straight into the tunnel. traffic from the city heading west goes straight to Gladesville Bridge after which it splits heading North and West.

Submission: Online Submission from Mark Stariha (comments)
https://majorprojects.accelo.com/?action=view_activity&id=226609

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 10:41:34 +0000
To: [REDACTED]
Subject: FW: Submission Details for Mark Stariha (object)

From: system@acelo.com On Behalf Of Mark Stariha
Sent: Monday, 16 October 2017 9:36:05 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Mark Stariha (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Mark Stariha
 [REDACTED]
 [REDACTED]

Rozelle, NSW
 2134

Content:

Terry St access to/from Victoria Rd - I have been unable to find detail on how Terry St/Victoria Rd intersection will work. There are thousands of cars daily which rely on this access point, and it is one of the limited access points to this part of Rozelle. Actually, it is one of the few ways to get across Victoria Rd, and if access is not maintained via Terry St pressure on other intersections/access roads to the Balmain peninsula would be disastrous for residents and businesses.

Iron Cove bridge road noise - we already suffer from significant road noise from Iron Cove bridge which will only get worse with the new tunnel. All lanes on Iron Cove bridge should be resurfaced to reduce road noise, and consideration should be given to installing perspex panelling on the sides of the bridge to reduce noise travelling across the water.

Extend Tunnel to Gladesville Bridge - Victoria Rd Gladesville is a traffic jam not only during peak hour, but also during weekends. When bus lanes are active, and also when out of peak hour parking takes place for businesses along Victoria Rd Gladesville, traffic is already a nightmare. Add to that the high rise apartments being built on Victoria Rd Gladesville, and the increased traffic from those apartments will create increased traffic pressure. And all of that is before the tunnel and resulting increased traffic. Will any business be able to survive on that section of Victoria Rd? Will people living in apartments on that part of Victoria Rd Gladesville be able to sleep with the echos of the traffic bouncing between the high rise buildings which are being built both sides of Victoria Rd? Its a disaster already and will get even worse. What is the point of traffic coming from the city coming out of the tunnel and then stopping still because of traffic lights and cars already jamming Victoria Rd Gladesville? It would be far more logical to have traffic coming off Gladesville bridge and go straight into a tunnel, and also for traffic from the city feeding straight onto Gladesville bridge where the roads then split heading north and west.

Exhaust stack - we all understand the damage that pollution causes to our health. There are no ifs or buts, all exhaust stacks should be filtered for our collective health, and this is , especially true for any near

schools

[REDACTED]

Submission: Online Submission from Mark Stariha (object)

https://majorprojects.accelo.com/?action=view_activity&id=228327

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, 9 Oct 2017 11:55:04 +0000
To: [REDACTED]
Subject: FW: Submission Details for Zoe Kardin (object)
Attachments: 226591_SSYP Commer17100907490_0016_2017Oct09_2150.pdf

From: system@accelo.com On Behalf Of Zoe Kardin
Sent: Monday, 9 October 2017 9:51:07 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Zoe Kardin (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Zoe Kardin
[REDACTED]
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:
see attached

[REDACTED]
Submission: Online Submission from Zoe Kardin (object)
https://majorprojects.accelo.com/?action=view_activity&id=226591

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

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

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

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

Ventilation: Air pollution

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

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

Air pollution, noise and vibration during construction

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

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

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

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

Soil pollution in construction

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

Safety and traffic management during construction and operation

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

- A traffic plan concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road and footpath users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic,
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- Details of the impacts on bus routes and stops, and cycle paths and footpaths within 500m of construction, including but not limited to Victoria Road during construction and operation,
- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

Other major concerns I have include:

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

Yours Sincerely,

Signature: 

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

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

Name: *Zoe Karpin*

Address: *39 Red Lion St Rozelle*

Email:

From: [REDACTED]
Sent: Mon, 9 Oct 2017 12:34:39 +0000
To: [REDACTED]
Subject: FW: Submission Details for Kelvin O'Keefe (comments)

From: system@accelo.com On Behalf Of Kelvin O'Keefe
Sent: Monday, 9 October 2017 9:29:58 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Kelvin O'Keefe (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kelvin O'Keefe

[REDACTED]
 Rozelle, NSW
 2039

Content:

Tunnel vent stacks should be filtered and not sited near sensitive areas e.g Rozelle Public. The 3 stacks proposed for Rozelle goods yard is wholly excessive - other suburbs seem to be limited to 1. The discharge height of the stacks poses a concern that pollution plumes will impact residential areas situated at a similar RL to the chimney height - the higher parts of Annandale, Rozelle and Leichhardt. The toll rates proposed are unaffordable for many and will result in extra toll avoiding traffic on existing arterials and local streets. The rates seem to be optimising Return On Investment rather than usage levels. A lower ROI will mean lower tolls, higher usage and less toll avoiders clogging local streets.

[REDACTED]
 Submission: Online Submission from Kelvin O'Keefe (comments)
https://majorprojects.accelo.com/?action=view_activity&id=226559

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

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

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details
Attachments: 226561_SSYP Commer17100907490_0006_2017Oct09_2130.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 9:31:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:
see attached

[REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=226561

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

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

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

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

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

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

Ventilation: Air pollution

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

- An analysis of current traffic volumes at 9am, noon and 3pm on Victoria Road adjacent to the school, and projected traffic analysis for school days both on Victoria Road adjacent to the School, and for both a tolled and toll-free Iron Cove Link tunnel adjacent to the School, at 9am, noon and 3pm, by commercial and non-commercial vehicle type,
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- The final design of the 4 ventilation shafts proposed for Rozelle, including the height, diameter, façade and exact location, and a commitment that all ventilation shafts in Rozelle will be filtered for PM2.5,

Air pollution, noise and vibration during construction

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

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

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

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- Ensure children living within 500m of construction are able to receive full nights of sleep, as lack of sleep leads to tiredness and proven difficulty learning.

Soil pollution in construction

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

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

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- A traffic plan to maximise our children's health and safety and ability to walk to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park, and the School swim carnival at Drummoyne pool,
- Details of the impacts on bus routes and stops, and cycle paths and footpaths within 500m of construction, including but not limited to Victoria Road during construction and operation,
- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

Other major concerns I have include:

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

Yours Sincerely,

Signature:

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

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

Name:

Address:

Email:

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

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 11:44:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I'm opposed to the WestConnex project as it is not going to solve Sydney's transport problems. The money would be better spent on less polluting and more health promoting alternatives such as public and active transport (walking, running, cycling etc).

Of particular concern to me is the plan for emissions stacks in and around Rozelle to be unfiltered. I don't want the project to go ahead at all, and I don't want emission stacks built anywhere near where I live but I most definitely do not want unfiltered emission stacks constantly spewing pollution out into the air over my neighbourhood. I also don't want them moved to where they simply destroy someone else's air quality and enjoyment of living in their neighbourhood.

If the project must go ahead and emission stacks must be built surely it ought to be a requirement that they be filtered.

I understand that Sydney Motorway Corporation say they don't need the unfiltered WestConnex Iron Cove stack on Terry Street near Rozelle Public School. I don't want it or any other emission stack anywhere near my neighbourhood or anyone else's neighbourhood. People's health and the health of our city long term ought to be of a higher priority than the possibility of saving 5 minutes off a commute time.

I don't want more roads or the additional cars that inevitably come with more roads. I don't want people to lose their homes and be uprooted from their communities and forced to live elsewhere for the sake of yet another road. I don't want the noise, pollution, traffic and vibration during construction and I definitely don't want unfiltered emissions stacks near my home.

[REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=226611

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

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

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 5:36:10 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I strongly object to this proposal and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning should also recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives damaged.

I object to unfiltered stacks in Haberfield, St Peters and Rozelle, which would be the site of an unprecedented concentration of stacks. I cannot understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks. I completely reject the statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks. This section in the EIS calls out that the emissions are likely to decrease, but fails to set this as a key measure of success of the project. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

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

Yours sincerely,

[REDACTED]

[REDACTED]

https://majorprojects.acelo.com/?action=view_activity&id=226393

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

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

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 8:57:01 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I am a resident of Balmain and am very concerned about the huge impact that the M4-M5 Link as it currently stands will have on the many suburbs and residents of the inner west.

I object to the following features of the link:

1. Legitimacy of the motorway in the first place

- Research shows that motorways move a tiny fraction of people per hour compared to a well-connected public transport
- Research also shows that build more roads only encourages more traffic - will we endlessly build motorways to create more road capacity until the entire city is nothing but motorways? This would be absurd, but is the logical conclusion of building more roads on a vain attempt to reduce traffic congestion

2. The route - through densely populated, heritage suburbs

- The Inner West is much more densely populated than most residential suburbs in Sydney.
- If you were designing this motorway to impact the fewest number of residents, you would not use this route.
- A much better route would be further West from Sydney Olympic Park down through Chullora - there are more industrial areas than residential and much more availability of land.

3. Poor use of taxpayer dollars

- Given the proximity to the city for much of the land that needs to be acquired for construction and/or operation of the motorway it is an incredible cost to taxpayers to build this road
- A route through Chullora would represent much better value for money

4. Local traffic congestion

- The link will dump more traffic on Victoria Road and the Anzac Bridge, which are already incredibly

congested

- Public transport on the Anzac Bridge and Victoria Road will be adversely affected due to there being no dedicated bus lanes on Anzac Bridge
- Notice that the Rozelle tunnel portions come later than the main link - this is unacceptable. Knowing politics, there is no guarantee that the Rozelle portion will be built.

5. Lack of measurement of benefits

- What is the exact metric by which "reducing traffic congestion on local roads" will be measured?
- What evidence is there that the motorway will achieve this?
- Will this be tracked and publicised?
- Who will be held accountable for success/failure to reach these metrics?

6. Quality of Ventilation system

- NSW and Australian standards are too lax

The concept design states that the EIS "will detail how the ventilation design ensures that concentrations of air emissions meet state and national best practice for in-tunnel and ambient air quality."

However, the standards for NSW and Australia are far too lax. Cruise Ships that are banned in Europe because they are such heavy polluters are allowed to sail deep into Sydney Harbour and dump tiny particles upon schools, parks and homes.

Saying that this tunnel will meet NSW and Australian standards isn't saying much at all.

- Ventilation studies have shown that air quality is not "significantly" worse than it already was for people living nearby major roads. Is this really the lowest bar that you have set yourselves? Air quality should be improving, not getting worse.

- Consider the HEPA filters installed in all Tesla vehicles - they not only clean the air inside the vehicle but outside the vehicle.

That is the quality of air filtering that I expect. If that's too expensive, then the motorway is too expensive.

- For a ventilation system to be trusted, it would need to include in-tunnel filtering the likes of which is already in use in Japan and Europe.

- If you refuse to improve the air quality through in-tunnel filtering, then emissions should be reduced via other means. For example, some jurisdictions around the world do mandatory emissions testing of vehicles each year during vehicle registration. The NSW Government could spend a fraction of the cost of the motorway on implementing such a scheme and on compensating lower-income households for the cost of retrofitting their cars to output less dirty exhaust.

- This is the number 1 resident concern/objection to all of the new motorways being built. Save everyone a headache and DO something about it. Just fobbing off resident concerns/objections will only make residents angrier than they already are.

7. Lack of accountability

- If this project makes local congestion worse, who will be held accountable?
- If this project makes air quality worse, who will be held accountable?

6. Location of Ventilation stacks

- The residents around Rozelle are bearing a grossly disproportionate burden of the ventilation stacks, given that there will be one set placed in Rozelle Rail Yards and one on Victoria Road, Rozelle (right near Rozelle Public School).

- A large number of apartments have recently been built on Terry Street, this is incredibly foolish to build a ventilation stack so close to homes.
- The only way to positively resolve this would be to extend the Rozelle tunnel further under Drummoyne and to move the ventilation stacks to Drummoyne

7. Green space right next to ventilation stacks

The Green space at Rozelle Rail Yards looks very nice in the render, but I will never use it and neither will my family. I will actively discourage my friends from using it too.

What is the point in having green space if it is right next to a ventilation stack? It is like leaving your car running in the driveway and sitting next to the exhaust.

If you're going to have ventilation stacks, you should place them far away from green space.

8. Cycleways grossly overstated

- Mullens and Montague Streets in Balmain are listed as cycleways. Nothing could be further from the truth. These are some of the most cramped streets in Sydney.

You can barely have cars traveling in both directions at the same time, let alone cyclists (unless said cyclist has a death wish). You can accurately claim that is is a pedestrian link, since the road has a footpath. But this is a low bar that the majority of streets in Sydney would meet.

- This is my assessment based on my knowledge of local streets. If you have applied a similar rubric to other parts of the cycleway map then you have grossly overstated the actual cycleways

9. Political bias

- A reasonable person could assume that the NSW Liberal Government simply doesn't care about the health and life of the people of the Inner West, because they are not Liberal-held electorates.

For example, why does Rozelle get 2 ventilation stacks but nearby Drummoyne (a Liberal electorate) gets none?

- Since many of the swinging electorates are in greater Western Sydney, this motorway could also be reasonably assumed to be a vote-buying exercise aimed at buying votes in Western Sydney
- A reasonable person could interpret the timing of this consultation as intended to coincide with councils in the inner west being in caretaker mode due to the forced council amalgamations (yet another assault on the Inner West)
- Why not extend the tunnel further along Victoria Road (if the goal is really to reduce local traffic congestion) and move the ventilation stack into Drummoyne?

[REDACTED]
Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=226395

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Sun, 8 Oct 2017 22:09:42 +0000
To: [REDACTED]
Subject: FW: Submission Details for Philip Rosenberger III (object)

From: system@accelo.com On Behalf Of Philip Rosenberger III
Sent: Monday, 9 October 2017 9:09:00 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Philip Rosenberger III (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Philip Rosenberger III
 [REDACTED]



Ashfield, NSW
 2131

Content:
 Our daughter attends Year 1 at Haberfield Public School.

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

Option A, being the alternative combination of construction facilities presented in the EIS, would utilise existing construction areas which are located away from sensitive uses including schools and day care centres and presents a far safer option with materially less impacts.

I also call for the ventilation stacks to be filtered. 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. If you would consider the health impacts these toxic fumes have with asthma, cancer and other conditions being caused and the cost on the economy and health systems it would be a much more sensible and cost effective decision to filter the stacks.

Please note my objection for the following reasons:

- It is not appropriate and poses a definitely thread to school children walking to school for a construction site for Australia's most significant road project to be located approximately 200m from a large primary school where more than 600 students are moving to and from the school every weekday. This can not be seen to be in the public interest, Australia is better than that.
- This also imposes an great problem for the children's learning environment. The Parramatta Road West civil and tunnel site is proposed to include tunnel excavation as well as stockpiling of excavated material and spoil haulage 24 hours a day, 7 days a week, which will have significant noise and air quality impacts for surrounding residences as well as students and staff of the school;

- The light vehicle and heavy vehicle traffic associated with Option B (including over 140 heavy vehicle movements per day) would create real and significant safety risks for school children and their parents in travelling to and from the school during school drop-off and pick-up times; please also consider that children attend before and after care so this would be from 7am to 9.30am every morning and from 2.30 to 6pm every afternoon.
- The proposal includes temporary closures of one lane of Alt Street and Bland Street to establish construction vehicle access, which is unacceptable from a traffic impact and safety perspective given these streets are the main southern access routes to and from the school; I am using these street every day to get to work from school - it is already difficult enough to navigate Bland street, if you close this lane it will make it impossible for me to get to work on time.
- The proposal would lead to long term significant traffic impacts along Bland Street particularly light traffic movements going to and from the civil site entrance/exit on Bland Street, and likely loss of parking near the school due to construction vehicles parking along local roads; It is currently very hard to find parking for dropping off kids as a great percentage - I think every second child lives out-of-area of the school.
- The proposed heavy vehicle ingress point to the Parramatta Road West site is located approximately 10m from the intersection of Bland Street and Parramatta Road which is used by a large number of students and parents in their commute to and from the school;
- The construction site layouts and access arrangements are conceptual only, with the final design still to be confirmed. This uncertainty creates significant anxiety for the local community as the precise impacts of the proposal are not clear, have not been properly assessed and the future process does not allow for community input;
- The above impacts are noted in the EIS as being 'temporary' however are not short in duration and are predicted to last for approximately five years - for our daughter that means her entire primary education will be impacted.
- Furthermore, community consultation has been poor with insufficient distribution of notices about information sessions and the EIS submission period occurring over the school holiday period.

Your sincerely,

Uta Mihm & Philip Rosenberger III

[REDACTED]

Submission: Online Submission from Philip Rosenberger III (object)
https://majorprojects.accelo.com/?action=view_activity&id=226398

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

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

From: [REDACTED]
Sent: Sun, 8 Oct 2017 22:10:46 +0000
To: [REDACTED]
Subject: FW: Submission Details for Lee-Fay Low (object)

From: system@accelo.com On Behalf Of Lee-Fay Low
Sent: Monday, 9 October 2017 9:10:00 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Lee-Fay Low (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Lee-Fay Low
[REDACTED]

[REDACTED]

Lilyfield, NSW
2040

Content:

I write with the following objections to the stage 3 EIS:

- 1) It does not fully take into account ventilation tunnel/ surrounding land and building heights and wind directions, such that the Terry street tunnel could adversely impact on Rozelle Public School.
- 2) It does not fully explain impacts on local traffic and rat runs as some drivers take to back streets to avoid tolls
- 3) It does not take into account community impact of further bisection of Lilyfield with south Lilyfield/Leichardt and Rozelle on either side of Victoria Road. If it becomes more difficult to cross those roads both in a car and as a pedestrian, it will mean that pockets of the community are further isolated
- 4) It is unclear the benefits the road will have for the Sydney community - travel time savings from the west are minimal with significant toll costs.
- 5) Public transport links around the road should be better considered and articulated.

Submission: Online Submission from Lee-Fay Low (object)
https://majorprojects.accelo.com/?action=view_activity&id=226400

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

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

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 9:31:59 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

My key concerns are as follows:

- Unfiltered ventilation stacks @ Rozelle - these must be filtered for PM2.5
- The construction work is so close to Rozelle school therefore my children will be more susceptible to negative impacts such as learning impairments, heart and lung disease
- that the EIS isn't the final design and that subcontractors can change the design without any community consultation or approval
- Trucks driving on local streets, & subcontractors putting pressure on resident street parking
- Iron Cove Link will be tolled therefore creating rat runs in Rozelle and Lilyfield by road users avoiding tolls

Submission: Online Submission from [REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=226409

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

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

From: [REDACTED]
Sent: Sun, 8 Oct 2017 23:56:20 +0000
To: [REDACTED]
Subject: FW: Submission Details for Leonie Chapman of Lawyal Solicitors (object)

From: system@accelo.com On Behalf Of Leonie Chapman
Sent: Monday, 9 October 2017 10:56:05 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Leonie Chapman of Lawyal Solicitors (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Leonie Chapman
 [REDACTED]
 [REDACTED]

ROZELLE, NSW
 2039

Content:

We live right behind the Church and Childcare Centre as well as Rozelle Public School in Rozelle. We have lived in Rozelle for 7 years. Our three sons attend Rozelle Public School. It is a beautiful family community. It currently has clean air and minimal noise pollution and traffic.

Our youngest boy, Farley, will attend next year the Rozelle Public School pre-school which is situated right next to where it is proposed a large pollution vent will be built. My eldest two (6 years old and 8 years old) will be in year 1 and year 3. The basketball court they currently play on is situated right next to where you propose to pump pollution from cars driving in tunnels underground, into the air, for my boys to breath.

One thing I do know, as a person who lives in the Leichhardt Council community and has dealt extensively with Leichhardt Council in relation to our own DA, it is a Council that protects not only the heritage of the area but respects its residents right to clean air and lack of noise pollution. I am therefore confident that it cannot be possible that an adult's right to drive faster and quicker underground to a location by car, will ever be prioritised over the health and safety of our children and community.

Particularly so where the purpose is to link the M4 and M5, which are already linked by the M7, A6 and A3. The Rozelle and Iron Cove interchanges are not to meet the project objective of linking M4 East and New M5 (Part 3.3 of EIS) and I strongly believe they should not be included in the overall Project. Existing motorways (Cross City Tunnel and Eastern Distributor) would provide suitable road capacity to avoid the city centre.

As mentioned, too the West there are also the M7, A6 and A3 connections. Has there been modelling provided of whether (with appropriate upgrades) these existing roads might provide far more cost effective and time efficient connections between the two motorways, particularly given their alignments

would service multiple demand corridors at the same time?

I am also concerned about the way this is happening. EIS should not be permitted 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.

As community members, we do not have decision making power to stop the proposal - but we do have voices and the Government and Council represents us. Please ensure the right decision is made and stop the proposed construction and pollution vents near our school.

Please respond to our submissions, as it is causing great anxiety in our community. I personally look forward to a reading about Leichhardt Council's strong objection to the proposal, it being pulled for consideration and to you restoring my faith in what I know to be true... that the health and safety of our children and communities will ALWAYS be put before convenience and money! Always!


Submission: Online Submission from Leonie Chapman of Lawyal Solicitors (object)
https://majorprojects.accelo.com/?action=view_activity&id=226420

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, 9 Oct 2017 00:05:09 +0000
To: [REDACTED]
Subject: FW: Submission Details for company Lawyal Pty Ltd (org_object)

From: system@acelo.com On Behalf Of Leonie Chapman
Sent: Monday, 9 October 2017 11:04:57 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for company Lawyal Pty Ltd (org_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Leonie Chapman
 [REDACTED]
 [REDACTED]
 [REDACTED]

ROZELLE, NSW
 2039

Content:
 We strongly object to the Stage 3 EIS.

We live and run our law firm right behind the Church and Childcare Centre as well as Rozelle Public School in Rozelle. We have lived in Rozelle for 7 years. Our three sons attend Rozelle Public School. It is a beautiful family community. It currently has clean air and minimal noise pollution and traffic.

Our youngest boy, Farley, will attend next year the Rozelle Public School pre-school which is situated right next to where it is proposed a large pollution vent will be built. My eldest two (6 years old and 8 years old) will be in year 1 and year 3. The basketball court they currently play on is situated right next to where you propose to pump pollution from cars driving in tunnels underground, into the air, for my boys to breath.

Our boys are worried about pollution and are constantly asking us whether or not there will be a tunnel and smoke stack next to their school, and are worried they will have to move schools because of the pollution. They love Rozelle Public School and shouldn't be forced to move for their health.

As someone who lives in the Leichhardt Council community and has dealt extensively with Leichhardt Council in relation to our own DA for our home/office, it is a Council that protects not only the heritage of the area but respects its residents right to clean air and lack of noise pollution. I am therefore confident that it cannot be possible that an adult's right to drive faster and quicker underground to a location by car, will ever be prioritised over the health and safety of our children and community.

Particularly so where the purpose is to link the M4 and M5, which are already linked by the M7, A6 and A3. The Rozelle and Iron Cove interchanges are not to meet the project objective of linking M4 East and

New M5 (Part 3.3 of EIS) and I strongly believe they should not be included in the overall Project. Existing motorways (Cross City Tunnel and Eastern Distributor) would provide suitable road capacity to avoid the city centre.

As mentioned, to the West there are also the M7, A6 and A3 connections. Has there been modelling provided of whether (with appropriate upgrades) these existing roads might provide far more cost effective and time efficient connections between the two motorways, particularly given their alignments would service multiple demand corridors at the same time?

We are also concerned about the way this is happening. EIS should not be permitted 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.

As community members and as small business owners working in the area, we do not have decision making power to stop the proposal - but we do have voices and the Government and Council represents us. Please ensure the right decision is made and stop the proposed construction and pollution vents near our school.

Please respond to our submissions, as it is causing great anxiety in our community. I personally look forward to a reading about Leichhardt Council's strong objection to the proposal, it being pulled for consideration and to you restoring my faith in what I know to be true... that the health and safety of our children and communities will ALWAYS be put before convenience and money! Always!

Submission: Online Submission from company Lawyal Pty Ltd (org_object)
https://majorprojects.accelo.com/?action=view_activity&id=226428

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

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 01:38:02 +0000
To: [REDACTED]
Subject: FW: Submission Details for Leonie Chapman of 1978 (object)

From: system@accelo.com On Behalf Of Leonie Chapman
Sent: Tuesday, 10 October 2017 12:35:59 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Leonie Chapman of 1978 (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Leonie Chapman

[REDACTED]

[REDACTED]

ROZELLE, NSW
2039

Content:

I am writing to make a submission on the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed.

The wrong traffic modelling approach has been used:

- * All traffic modelling is wrong, the question is: by how much? And what are the implications of the error?
- * Incorrect traffic modelling has led to overoptimistic traffic predictions which resulted in low toll revenue from of the Cross City Tunnel, Lane Cove Tunnel and Brisconnex in Brisbane, resulting in eventual bankruptcy.
- * The traffic modelling process used to develop the Project is fundamentally flawed because:
 - Traffic projections are likely to be significantly different to the actual traffic on the street network
 - Traffic volumes projected in the model are in numerous instances well above the physical capacity of the road network.
- * There is no statement on the level of accuracy and reliability of the traffic modelling process. This is a major shortcoming and is contrary to the Secretary's Environmental Assessments Requirements.
- * Westconnex traffic modelling relies on implausible traffic volumes that exceed the capacity of the road links and intersections at several key locations.

Key Inputs to the modelling process are unpublished or incorrect

* The accuracy of the model outputs can only be as good as the accuracy of the inputs. Projections of key inputs relating to population and employment become very unreliable beyond 10 or 15 years. In addition to this, the transport sector is facing a potentially significant disruption from connected, automated vehicles that may have a significant impact on traffic growth. This has not been considered or modelled.

* SMC is using an unpublished Value of Travel Time in the Westconnex traffic modelling. If the Value of Travel Time adopted is incorrect, then all outputs will be incorrect.

* The induced demand of 0.3% is too low based on historical experience in Sydney.

- The benefits counted from reduced traffic volumes on roads such as the existing M5 and the Eastern Distributor are unlikely to be realized due to real levels of induced demand.

* The 2023 'cumulative' modelling scenario includes the Sydney Gateway and the western harbour tunnel but neither of these projects are currently committed and it is highly unlikely they will be completed by this date. This raises the question of why did the proponent adopt such a misleading position and how does it affect the impacts stated?

* SMC refuses to release the traffic model and detailed analysis for independent unpaid peer review and scenario analysis.

I look forward to your response to my objection,
Leonie Chapman

Submission: Online Submission from Leonie Chapman of 1978 (object)
https://majorprojects.accelo.com/?action=view_activity&id=226654

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

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 01:53:17 +0000
To: [REDACTED]
Subject: FW: Submission Details for company Lawyal Soliciytors (org_object)

From: system@acelo.com On Behalf Of Leonie Chapman
Sent: Tuesday, 10 October 2017 12:52:59 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for company Lawyal Soliciytors (org_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Leonie Chapman

[REDACTED]
 [REDACTED]
 [REDACTED]

ROZELLE, NSW
2039

Content:
 Reference: Westconnex M4-M5 Submission / Objection

I am writing to make a submission based on the proposed M4-M5 Rozelle interchange with reference in particular to parking and pedestrian safety in streets near Rozelle Public School and also King Georges Park (KGP) which is used for school sporting activities:

The safety of children using the sporting fields at King Georges Park (KGP) is paramount. The use of heavy plant equipment and construction vehicles in and around this area will cause a danger to children travelling to use the fields for their sports activities
 Formalising parking & bio-retention facility at KGP will take away parking spaces. Where does the excess traffic park on the weekend? (Conversation at the Inner West Council presentation suggested that Council will consider bringing in resident's parking permits to combat this potential problem - will this lead to parking meters in our streets)
 Will the bio-retention facility at KGP to be a permanent fixture? Will it be filtered? If not how is this bio-hazard going to be mitigated?
 Callan, Springside, McLeer are all shared zones to become major access roads to the park during construction this will create a safety issue?

I look forward to your response to my submission,
 Leonie Chapman
 Principal Lawyer - Lawyal Solicitors

Submission: Online Submission from company Lawyal Soliciytors (org_object)
https://majorprojects.accelo.com/?action=view_activity&id=226662

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

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 02:14:35 +0000
To: [REDACTED]
Subject: FW: Submission Details for company Lawyal Solicitors (org_object)
Attachments: 226666_171010_ Chapman WestConnex Submission_2017Oct10_1254.pdf

From: system@acelo.com On Behalf Of Leone Chapman
Sent: Tuesday, 10 October 2017 12:56:07 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for company Lawyal Solicitors (org_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Leone Chapman
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

ROZELLE, NSW
2039

Content:

Please find attached written signed submission on behalf of Leonie and Craig Chapman - Directors of Lawyal Solicitors, a business that is run from Rozelle and who both live with their three sons in Rozelle.

[REDACTED]
Submission: Online Submission from company Lawyal Solicitors (org_object)
https://majorprojects.acelo.com/?action=view_activity&id=226666

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

Leonie and Craig Chapman
Lawyal Solicitors
20 Prosper Street
Rozelle NSW 2039

10 October 2017

**NSW Government Planning and Environment
Major Project Assessment
WestCommex M4-M5 Link**

Dear Sir / Madam,

Reference: Westconnex M4-M5 Submission / Objection

I am writing to make a submission on the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed. The areas of concern refer to the proposed unfiltered exhaust stacks:

The Concept Design is proposing two unfiltered stacks to be placed in Rozelle which, potentially, will exhaust the fumes and pollutants from;

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

This represents something like the concentrated pollution from some 11 km of freeway (much of it 4 lanes) all being poured into Rozelle.

And there is also the threat of an additional exhaust stack for the cross harbour tunnel..maybe somewhere on the Balmain Peninsular or Goat Island. This will drift south and add to the pollution in Rozelle.

There are a number of concerning aspects about the design of the ventilation system:

- These are very long tunnels by world standards
- There are complex off-takes and linkages underground
- Are the engineering models good enough to safely predict what is going to happen? (They were clearly not good enough for the M5 tunnel which was much more straightforward).
- With longitudinal ventilation over the length of those tunnels, I assume, that friction with the forced air flow will become a major factor....thus forcing up the size and cost of the jet fans. Are we going to see a drive for economies in running these jet fans in the short term or when a private buyer takes over? What protection or assurances do we residents have?

- Has some form of transverse ventilation been considered? This would also seem to offer some safety measures where there is mechanical failure with a section of the fans.
- What level of redundancy is going to be built into the ventilation systems. What safety features? What happens when there is a fire or a bomb deep in one of the tunnels? What happens when there is an accident near one of the exits and there is 3 km x 4 lanes of traffic banked up underground?
- I assume that there is some level of redundancy built into the ventilation shaft system but it hasn't been publicised. It should be publicised.

What happens on calm days?

EPA data show relatively low average wind speeds in Rozelle of 1.8 m per second and a 14.6% incidence of calms. That is, on the equivalent of 54 days a year the air is still and you cannot rely on atmospheric turbulence to mix and disperse the air from the ventilation stacks. This means that this toxic mix will spill out into a very localised area around the stacks.

Longley and Gustavo Olivares (2010)³ in a research report on tunnel ventilation in New Zealand conclude: *However, stack and especially portal emissions can lead to highly localised 'hotspots' of increased concentrations. It is quite possible that road tunnel emissions can lead to localised breaches of the National Environmental Standards for PM10 and NO2 around stacks and portals, as well as exceedences of Regional Air Quality Guidelines.*

*This is critically important if these locations coincide with **Rozelle Public School** as well as residences, businesses or any other land-use in which people are likely to be exposed.*

I understand that when particulate matter or other pollutants are discharged through the exhaust shafts that the majority of the pollutants descend in a radius of about 300-600 m. At least, this was the case for PM₁₀ and NOx with the M5 stack. There is still significant fallout over a much greater radius than this. Thus we will have something like the following situation in Rozelle after the exhaust systems are operating.

I believe that living and having children attend school in the vicinity of the two proposed stacks that we will be exposed to pollution level of about 12 (from surface roads) + 12 (from the ventilation stacks) = 24 mg/m³ PM_{2.5} especially on calm days. And because these are averages they say nothing about PEAK levels of exposure around peak hours and when there might also be atmospheric pollution from fires, dust storms or temperature inversions. Clearly peak levels will be much higher than the averages. Perhaps 10 times higher.

There is no safe level of exposure to PM_{2.5} particles or smaller particles. To claim that the exhausts meet international standards is dissembling. To protect our health the levels should be zero. International standard levels have been dropping continuously for 20 plus years and are likely to continue to drop as knowledge increases.

The UN's World Health Organisation has current guidelines recommending that annual exposure be limited to 10 mg/m³ for PM_{2.5}. Australia has opted for 8 mg/m³. However, we should not be patting ourselves on the back for having tighter standards than other countries or because Paris has higher background pollution than Sydney. European studies show that each 5 microgram per cubic metre increase in PM_{2.5} concentration was associated with a 7% increase in mortality risk (hazard ratio [HR] 1.07, 95% confidence interval). Every increase of five micrograms per cubic metre of PM_{2.5} drove the risk of lung cancer up by 18 per cent.

So accepting a level of 24 mg/m^3 , or anything like it, for the pupils of Rozelle Public School where a ventilation stack is proposed to be built nearby is clearly unacceptable with today's knowledge. If the majority of the pollution is due to "natural" factors such as dust, sea salt and bush fires, it is still not acceptable to increase the $\text{PM}_{2.5}$ load by about 50% from roads. In fact, any level above 8 mg/m^3 would contravene the existing guide lines.

Ultra fine particles

None of these standards addresses the issue of ultra-fine particles. It is known that these have even more damaging health impacts than $\text{PM}_{2.5}$ particles and above. However, they are not being measured so there is a high level of ignorance about what ultrafine particles will be contributing to the mix of exhaust gases descending on Rozelle Public School. This is not good enough and steps must be taken to measure and monitor the levels of such particles on a long term basis around the ventilator stacks and where pupils and teachers are exposed.

I look forward to your response to my objection.

Kind regards,



Leonie Chapman and Craig Chapman



From: [REDACTED]
Sent: Mon, 9 Oct 2017 00:10:37 +0000
To: [REDACTED]
Subject: FW: Submission Details for Simon Humphrey (object)

From: system@accelo.com On Behalf Of Simon Humphrey
Sent: Monday, 9 October 2017 11:08:00 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Simon Humphrey (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Simon Humphrey
[REDACTED]

[REDACTED]

Rozelle, NSW
2039

Content:

I live with my wife and two young boys in Rozelle and have serious concerns over the impacts that westconnex will have on us.

In particular the noise, pollution, traffic and vibration during construction, as well as the loss of local amenity if parkland used by locals for sport is taken for construction layover areas (in an areas where there is already serious constraints on sport parks).

The proposed unfiltered emissions stack is proposed to be 100m from Rozelle school and obviously close to many peoples homes, which is a serious health for our children. In the 10th century in Australia there must be either different solutions that can be found or ways to filter the significant pollution/fumes that will come from the smoke stack.

Submission: Online Submission from Simon Humphrey (object)
https://majorprojects.accelo.com/?action=view_activity&id=226430

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, 9 Oct 2017 01:06:00 +0000
To: [REDACTED]
Subject: FW: Submission Details for Jonas Schofer (object)

From: system@accelo.com On Behalf Of Jonas Schofer
Sent: Monday, 9 October 2017 12:05:02 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Jonas Schofer (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jonas Schofer
 [REDACTED]
 [REDACTED]

Balmain, NSW
 2041

Content:
 Dear Sir / Madam,

Reference: Westconnex M4-M5 Submission / Objection

I am writing to make a submission on the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed. The areas of concern refers to section 28.6:

Overall for "Table 28-6 Environmental risk analysis of key issues".

Table 28-6 says it covers the Environmental risk analysis of key issues. Why are many of the identified risks said to be managed and mitigated by a plan that "will be prepared and will include..." An example is the Construction Noise and Vibration Management Plan. Why hasn't this plan been developed so that we can actually comment on it? This puts the real management measures to be proposed after the project is approved. What influence can we have then?

Table 28-6 Environmental risk analysis of key issues includes for air quality:

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

It then says:

"While the project cannot control the general increase in traffic growth over time and related increase in vehicle emissions, the progressive introduction of more stringent vehicle emissions regulations will continue over the life of the project."

This is an unacceptable statement on the management of a critical risk - air quality. It basically passes the management of poor air quality due to an increase in traffic volume to someone else! Westconnex will say it will be a risk until other laws are settled. How is this an acceptable management of a risk that will impact Rozelle Public School (RPS)?

Table 28-6 Environmental risk analysis of key issues includes for contamination in construction:

"Further investigation of contamination areas will be undertaken and a Remediation Action Plan will be prepared where necessary. Likelihood = Unlikely, Consequence = Moderate, Risk = Low"

Rozelle has been an industrial and power generating area for generations. We know that it is dangerous to grow and eat any vegetables in our gardens. This was on TV on Gardening Australia! The risk of contamination is not low and a Remedial Action Plan is necessary. Where is the Remedial Action Plan?

I look forward to your response to my objection,
With best regards,
Jonas Schofer

[REDACTED]

Submission: Online Submission from Jonas Schofer (object)

https://majorprojects.accelo.com/?action=view_activity&id=226432

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, 9 Oct 2017 01:57:15 +0000
To: [REDACTED]
Subject: FW: Submission Details for Cathryn Tibbertsma of Mrs (comments)

From: system@accelo.com On Behalf Of Cathryn Tibbertsma
Sent: Monday, 9 October 2017 12:38:59 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Cathryn Tibbertsma of Mrs (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Cathryn Tibbertsma

[REDACTED]

[REDACTED]

Drummoyne, NSW
2047

Content:

Our family home backs onto Victoria Road. We would like to know what disruption we will be subjected to and what compensation will be provided to us during the construction phase of the Iron Cove tunnel?

We would like to know why the tunnel does not commence at the base of the Gladesville Bridge and tunnel under Victoria Road. This would significantly reduce congestion along the main corridor of Drummoyne and improve the amenity for local residents.

Submission: Online Submission from Cathryn Tibbertsma of Mrs (comments)
https://majorprojects.accelo.com/?action=view_activity&id=226451

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, 9 Oct 2017 02:25:46 +0000
To: [REDACTED]
Subject: FW: Submission Details for Helen Wright (object)

From: system@acelo.com On Behalf Of Helen Wright
Sent: Monday, 9 October 2017 1:22:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Helen Wright (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Helen Wright
 [REDACTED]
 [REDACTED]

Rozelle, NSW
 2039

Content:

I am writing to make a submission on the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed.

The wrong traffic modelling approach has been used:

- * All traffic modelling is wrong, the question is: by how much? And what are the implications of the error?

- * Incorrect traffic modelling has led to overoptimistic traffic predictions which resulted in low toll revenue from of the Cross City Tunnel, Lane Cove Tunnel and Brisconnex in Brisbane, resulting in eventual bankruptcy.

- * The traffic modelling process used to develop the Project is fundamentally flawed because:

- Traffic projections are likely to be significantly different to the actual traffic on the street network
- Traffic volumes projected in the model are in numerous instances well above the physical capacity of the road network.

- * There is no statement on the level of accuracy and reliability of the traffic modelling process. This is a major shortcoming and is contrary to the Secretary's Environmental Assessments Requirements.

- * Westconnex traffic modelling relies on implausible traffic volumes that exceed the capacity of the road links and intersections at several key locations.

Key Inputs to the modelling process are unpublished or incorrect

- * The accuracy of the model outputs can only be as good as the accuracy of the inputs. Projections of key inputs relating to population and employment become very unreliable beyond 10 or 15 years. In addition to this, the transport sector is facing a potentially significant disruption from connected, automated

vehicles that may have a significant impact on traffic growth. This has not been considered or modelled.

* SMC is using an unpublished Value of Travel Time in the Westconnex traffic modelling. If the Value of Travel Time adopted is incorrect, then all outputs will be incorrect.

* The induced demand of 0.3% is too low based on historical experience in Sydney.

- The benefits counted from reduced traffic volumes on roads such as the existing M5 and the Eastern Distributor are unlikely to be realized due to real levels of induced demand.

* The 2023 'cumulative' modelling scenario includes the Sydney Gateway and the western harbour tunnel but neither of these projects are currently committed and it is highly unlikely they will be completed by this date. This raises the question of why did the proponent adopt such a misleading position and how does it affect the impacts stated?

* SMC refuses to release the traffic model and detailed analysis for independent unpaid peer review and scenario analysis.

I look forward to your response to my objection,

[REDACTED]

Submission: Online Submission from Helen Wright (object)

https://majorprojects.accelo.com/?action=view_activity&id=226468

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

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

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

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

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

Ventilation: Air pollution

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

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

Air pollution, noise and vibration during construction

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

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

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

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

Soil pollution in construction

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

Safety and traffic management during construction and operation

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

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

Other major concerns I have include:

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

Yours Sincerely,

Helen Wright

Signature:

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

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

Name:

Helen Wright

Address:

150 Evans St, Rozelle 2039

Email:

helenbalmain@gmail.com

From: [REDACTED]
Sent: Mon, 9 Oct 2017 02:33:42 +0000
To: [REDACTED]
Subject: FW: Submission Details for Kim Smith (object)

From: system@accelo.com On Behalf Of Kim Smith
Sent: Monday, 9 October 2017 1:23:59 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Kim Smith (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kim Smith

[REDACTED]

[REDACTED]

Rozelle, NSW
 2039

Content:

I am totally opposed to the extension to Iron Cove Bridge for the following reasons.:

The planning of this extension has been inadequate when you consider what will be adversely affected with the end finishing at an already bottleneck for traffic.

The smoke stack in the vicinity of our local public school is deplorable and dangerous.

K

[REDACTED]

Submission: Online Submission from Kim Smith (object)

https://majorprojects.accelo.com/?action=view_activity&id=226470

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

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

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

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

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

Ventilation: Air pollution

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

Please provide the following:

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

Air pollution, noise and vibration during construction

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

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

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

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

Soil pollution in construction

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

Safety and traffic management during construction and operation

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

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

Other major concerns I have include:

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

Yours Sincerely,

Signature:

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

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

Name: *Kim Smith*
Address: *35 Springside St Rozelle NSW 2039*
Email: *watermelon542bigpond.com*

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 1:03:01 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

I do not wish for my family to be affected by noise, pollution, traffic and vibration during construction and unfiltered emissions stack so close to my home.

[REDACTED]
Submission: Online Submission from [REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=226460

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, 9 Oct 2017 02:36:59 +0000
To: [REDACTED]
Subject: FW: Submission Details for Alfred Mandap (object)

From: system@accelo.com On Behalf Of Alfred Mandap
Sent: Monday, 9 October 2017 1:03:59 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Alfred Mandap (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Alfred Mandap
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:

I do not wish for my family to be affected by noise, pollution, traffic and vibration during construction and unfiltered emissions stack so close to my home.

[REDACTED]
Submission: Online Submission from Alfred Mandap (object)
https://majorprojects.accelo.com/?action=view_activity&id=226462

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, 9 Oct 2017 02:41:29 +0000
To: [REDACTED]
Subject: FW: Submission Details for Virginia McGill (object)

From: system@accelo.com On Behalf Of Virginia McGill
Sent: Monday, 9 October 2017 1:40:57 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Virginia McGill (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Virginia McGill
[REDACTED]

[REDACTED]

Balmain, NSW
2041

Content:

i wish to register my objection to the Rozelle tunnel which will run along Darling Street to East Balmain. This will include exhaust stacks, which may not be filtered. Already the air quality in the Inner West is not good. The addition of the exhaust, filtered or not, of hundreds of vehicles using the tunnel will exacerbate it. Rozelle and Balmain are densely populated suburbs, already choked with cars. The WestConnex coming anywhere near will reduce the quality of life for residents - not only in respect to air quality but to freedom of movement on the roads, including the Anzac Bridge.

Submission: Online Submission from Virginia McGill (object)
https://majorprojects.accelo.com/?action=view_activity&id=226475

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, 9 Oct 2017 05:15:40 +0000
To: [REDACTED]
Subject: FW: Submission Details for Clare Britton (object)

From: system@acelo.com On Behalf Of Clare Britton
Sent: Monday, 9 October 2017 4:15:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Clare Britton (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Clare Britton

[REDACTED]

Rozelle, NSW
2039

Content:

Dear Sir / Madam,

Reference: Westconnex M4-M5 Submission / Objection

I am writing to make a submission on the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed. The areas of concern refer to the proposed unfiltered exhaust stacks:

The Concept Design is proposing two unfiltered stacks to be placed in Rozelle which, potentially, will exhaust the fumes and pollutants from;

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

This represents something like the concentrated pollution from some 11 km of freeway (much of it 4 lanes) all being poured into Rozelle.

And there is also the threat of an additional exhaust stack for the cross harbour tunnel..maybe somewhere on the Balmain Peninsular or Goat Island. This will drift south and add to the pollution in Rozelle.

There are a number of concerning aspects about the design of the ventilation system:

- These are very long tunnels by world standards
- There are complex off-takes and linkages underground
- Are the engineering models good enough to safely predict what is going to happen? (They were clearly not good enough for the M5 tunnel which was much more straightforward).
- With longitudinal ventilation over the length of those tunnels, I assume, that friction with the forced air flow will become a major factor....thus forcing up the size and cost of the jet fans. Are we going to see a drive for economies in running these jet fans in the short term or when a private buyer takes over? What protection or assurances do we residents have?
- Has some form of transverse ventilation been considered? This would also seem to offer some safety measures where there is mechanical failure with a section of the fans.
- What level of redundancy is going to be built into the ventilation systems. What safety features? What happens when there is a fire or a bomb deep in one of the tunnels? What happens when there is an accident near one of the exits and there is 3 km x 4 lanes of traffic banked up underground?
- I assume that there is some level of redundancy built into the ventilation shaft system but it hasn't been publicised. It should be publicised.

What happens on calm days?

EPA data show relatively low average wind speeds in Rozelle of 1.8 m per second and a 14.6% incidence of calms. That is, on the equivalent of 54 days a year the air is still and you cannot rely on atmospheric turbulence to mix and disperse the air from the ventilation stacks. This means that this toxic mix will spill out into a very localised area around the stacks.

Longley and Gustavo Olivares (2010)³ in a research report on tunnel ventilation in New Zealand conclude: However, stack and especially portal emissions can lead to highly localised 'hotspots' of increased concentrations. It is quite possible that road tunnel emissions can lead to localised breaches of the National Environmental Standards for PM10 and NO2 around stacks and portals, as well as exceedences of Regional Air Quality Guidelines.

This is critically important if these locations coincide with Rozelle Public School as well as residences, businesses or any other land-use in which people are likely to be exposed.

I understand that when particulate matter or other pollutants are discharged through the exhaust shafts that the majority of the pollutants descend in a radius of about 300-600 m. At least, this was the case for PM10 and NOx with the M5 stack. There is still significant fallout over a much greater radius than this. Thus we will have something like the following situation in Rozelle after the exhaust systems are operating.

I believe that living and having children attend school in the vicinity of the two proposed stacks that we will be exposed to pollution level of about 12 (from surface roads) + 12 (from the ventilation stacks) = 24 mg/m³ PM2.5 especially on calm days. And because these are averages they say nothing about PEAK levels of exposure around peak hours and when there might also be atmospheric pollution from fires, dust storms or temperature inversions. Clearly peak levels will be much higher than the averages. Perhaps 10 times higher.

There is no safe level of exposure to PM2.5 particles or smaller particles. To claim that the exhausts meet international standards is dissembling. To protect our health the levels should be zero. International standard levels have been dropping continuously for 20 plus years and are likely to continue to drop as knowledge increases.

The UN's World Health Organisation has current guidelines recommending that annual exposure be limited to 10 mg/m³ for PM2.5. Australia has opted for 8 mg/m³. However, we should not be patting ourselves on the back for having tighter standards than other countries or because Paris has higher background pollution than Sydney. European studies show that each 5 microgram per cubic metre increase in PM2.5 concentration was associated with a 7% increase in mortality risk (hazard ratio [HR] 1.07, 95% confidence interval). Every increase of five micrograms per cubic metre of PM2.5 drove the risk of lung cancer up by 18 per cent.

So accepting a level of 24 mg/m³, or anything like it, for the pupils of Rozelle Public School where a ventilation stack is proposed to be built nearby is clearly unacceptable with today's knowledge. If the majority of the pollution is due to "natural" factors such as dust, sea salt and bush fires, it is still not acceptable to increase the PM2.5 load by about 50% from roads. In fact, any level above 8 mg/m³ would contravene the existing guide lines.


Ultra fine particles

None of these standards addresses the issue of ultra-fine particles. It is known that these have even more damaging health impacts than PM2.5 particles and above. However, they are not being measured so there is a high level of ignorance about what ultrafine particles will be contributing to the mix of exhaust gases descending on Rozelle Public School. This is not good enough and steps must be taken to

measure and monitor the levels of such particles on a long term basis around the ventilator stacks and where pupils and teachers are exposed.

I look forward to your response to my objection,

Clare Britton


Submission: Online Submission from Clare Britton (object)
https://majorprojects.accelo.com/?action=view_activity&id=226499

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, 9 Oct 2017 05:58:34 +0000
To: [REDACTED]
Subject: FW: Submission Details for Victor Storm (object)
Attachments: 226511_FINALChapter 4 Project Development and Alternatives 09102017_2017Oct09_1657.pdf

From: system@acelo.com On Behalf Of Victor Storm
Sent: Monday, 9 October 2017 4:58:06 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Victor Storm (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Victor Storm
[REDACTED]

[REDACTED]

Haberfield, NSW
2045

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

Application Number: SSI7485
 WestConnex M4-5 Link from Haberfield to St Peter's with additional connections to the Iron Cove Bridge & Rozelle Inter-change.

I object to this application SSI7485.

Specifically, I write to object to what the EIS presents in Volume 1A Chapter 4, Project development and alternatives, as an accurate representation of the development of the M4-M5 project including options considered. Specifically my concern is in relation to proposed construction sites in Haberfield/Ashfield presented as Option A and Option B.

I request the Department of Planning not approve the application because significant and relevant information has been omitted from Chapter 4 of the M4-M5 EIS, particularly in relation to Haberfield Option A and B. These omissions make Chapter 4 and the entire EIS incomplete and not ready for exhibition, assessment, or approval.

* False and misleading or omitted information brings into question the validity of the entire M4-M5 EIS. All chapters, appendices and annexures of EIS rely upon the accuracy of project development background information as presented in Chapter 4. If Chapter 4 is inaccurate and inadequate, then so is the rest of

the EIS.

* Specifically, what is presented in the M4-M5 EIS is false and misleading due to no mention or consideration of what occurred during the M4 East exhibition, assessment and approval process, - and how this background information and WestConnex project knowledge relates to the current M4-M5 application.

* What was promised to the community during the M4 East Concept phase (2013-14) and M4 East EIS exhibition phase in (2015-16), was that there would be no above ground construction sites in Haberfield and Ashfield after 2019 - except if the M4-M5 were to be approved. If the M4-5 were approved, then only limited construction work would be required to fit out of the M4-M5 ventilation stack, as well as use of the M4-M5 entry and entry ramps along Wattle St, between Parramatta Rd and Ramsay St, Haberfield.

* When the WestConnex M4 East project was approved in February 2016, the M4-M5 (Stage 3) ventilation facility and exhaust chimney, the M4-M5 'blind portal' entry and entry surface ramps, and the M4-M5 mainline tunnel stubs were also designed and included to be constructed as part of the M4 East project.

* The M4-M5 exhaust stack is currently being built onsite as part of the M4 East Parramatta Rd Ventilation Facility (PRVF) opposite Bunnings, the M4-M5 entry and exit surface ramps are currently being built along Wattle St, Haberfield between Parramatta Rd and Ramsay St, Haberfield, and the M4-M5 mainline tunnel stubs are being tunnelled and will end deep underground around 142-144 Alt St, Haberfield.

* What was promised at the time of M4 East EIS exhibition and approval was that if the M4-M5 were to be approved (as predicted by SMC/WDA), there would be no need any above ground construction sites in Haberfield and Ashfield. This promise was repeated and reiterated from 2013 until recently, and was said to be being both reasonable and technically feasible.

* This promise was also actively used, in 2015/2016, to justify the significantly changed design and expansion of the Wattle St interchange in the M4East EIS, from what was presented to the community during the M4 East Concept Plan information sessions in 2013/2014.

* This promise of no M4-M5 above ground construction sites in Haberfield or Ashfield has subsequently been used as the basis for asking for community and resident 'patience' for the promised 'temporary' duration of WestConnex M4 East construction activity. This M4East construction is currently causing significant and adverse health, well-being, social and business impacts in Haberfield and Ashfield.

* 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.

I object that the M4-M5 project proposes to deny and renege on what was originally promised to the Haberfield and Ashfield community in 2019, and which will now result in a total of 8 years, or more, of construction being imposed upon the residents and businesses.

This is scarcely a temporary proposal that residents should be forced to endure! Whilst the proposals made in the current M4-5 EIS are feasible, they are unreasonable because of the sustained and unacceptable impact on the lives of Haberfield/Ashfield residents. A decade long intrusion and disruption into the everyday life of people from 2013-2023 is unreasonable.

I specifically object that no feasible or reasonable alternative to 8 years of construction is being presented or considered in Chapter 4, or elsewhere in the M4-M5 EIS.

Even since the release of the M4-M5 EIS, project team members have conceded it is feasible to build the M4-M5, as promised, without additional above ground construction sites in Haberfield and Ashfield.

It is up to the Department of Planning and the Minister of Planning to determine that it is reasonable for the proposal to remain true to promises already made to local residents and it is unreasonable to expect the Haberfield and Ashfield community to live with and try to survive a further 6 years or more (totalling a decade or more) of new and continuing WestConnex above ground construction sites and activity.

- * The promised option is an alternative that has not been documented, or considered as a viable alternative or option within Chapter 4. This is a significant failing within the EIS.

- * Chapter 4 makes no mention of this important background information and promise, and does not consider the reasonableness and feasibility of this construction option. This is a major omission and failing with the M4-M5 EIS.

- * The applicant has also not understood or fully revealed the evolution of the M4-5 project and has not adequately considered the integration of the proposed M4-5 Link with both the M4 East, and New M5 projects.

- * Chapter 4 does not fully and truthfully summarize the project evolution and design refinements for the key components of the project. The proponents of the M4-M5 project and the authors of the EIS are either completely unaware of the projects full and true development history in relation to the Haberfield and Ashfield promise, or are prepared to ignore it as a matter of expediency. As they describe in the EIS the options development process for permanent and temporary infrastructure, facilities and construction staging, they ignore the promise made to Haberfield and Ashfield residents, present an Option A and B regards construction sites and staging, but effectively fail to present all options that are technically feasible.

- * Moreover, at public consultations, the project team have outlined a number of design initiatives which are not mentioned at all in the EIS. These include use of a conveyor belt across Parramatta Rd to move spoil from one side to another, use of rock crusher mill & and construction of an additional foot bridge to permit workers access from one side to the other.

- * This is also a major EIS failure with significant impacts for residents living around where the M4-M5 will connect with the M4 East Wattle St, Haberfield interchange, - as well for residents living around where the M4-M5 will connect with the New M5 St Peters interchange.

I also specifically object that on page 4-1 it is stated that:

the project described and assessed in this EIS is based on a concept design that is subject to further refinement during detailed detail and construction planning, as described in Chapter 1 (introduction).

- * It is wrong, and I object that such an important infrastructure project is being assessed on what is acknowledged as only being a concept, with much important detail to be refined and made public only after approval.

- * I request that the Department of Planning not approve the application until more than a concept design requiring refinement is provided.

Chapter 4, by omission, misleading or false information has not given a true account, and considered the full range of construction options in Haberfield.

- * I specifically object that Haberfield Option A and Option B being presented, is made with no background reference to promises made to the community during the M4 East EIS exhibition and assessment process.

* I also object about the way Chapter 4 and EIS summarises the Haberfield and Ashfield Option A and B. The 2 options are summarised in such a manner, that upon an initial reading of the EIS, it seems that there is a simple choice between 2 Construction Options, each proposing to use 3 sites different location.

* However on closer reading of the words, combined with an examination of tables and figures, it becomes apparent that the M4-M5 East EIS is seeking approval of all 6 construction sites, and that the final decision as to exactly which and how many sites will be required - and the staged timing and duration of their combined usage - will be determined by the project builder, during detailed design and construction planning after approval has been granted.

* I object that the way Option A and B is summarised within the EIS does not clearly show the overlapping of construction activity and extended duration of proposed construction time across at least 4, if not five of the sites in Haberfield and Ashfield. This is also a serious omission of detail of what is actually proposed in the EIS

* I object to the indicative nature of the EIS specifically in relation to the Option A and Option B Haberfield and Ashfield construction sites and staging.

* It is unreasonable to proceed with the assessment and approval process without requiring more detailed information and putting it out for exhibition regards Option A and B.

The SEARs Page 4-2 says that:

"a demonstration of how the project design has been developed to avoid or minimise likely adverse impacts; (and that details about the project evolution and design refinement process that has been used to avoid or minimise likely adverse impacts are included in section 4.5 and section 4.6.)"

4.6.2 lists the following criteria for review of for project options"

* The locations of key project infrastructure - where feasible, the construction ancillary facilities would be located within or adjacent to land which would be used for permanent operational infrastructure.

COMMENT: HABERFIELD/ASHFIELD OPTION B acquires and alienates increased private land

* Co-locating sites with other WestConnex projects where possible - the project would use construction ancillary facilities approved for use by the M4 East and New M5 projects at Haberfield and St Peters respectively.

* COMMENT: OPTION B adds new land to the project footprint and also both OPTION A & B renege on previous promises and assurances given by SMC to minimise above ground impacts on local residents with the M4-5 project.

* Land is suitable for use - this included consideration of surrounding land uses, biodiversity and heritage values and minimising disruption to communities.

* COMMENT: Both Options A&B will significantly disrupt local communities

* Accessibility - sites would be located close to arterial routes for spoil haulage and would minimise use of local roads through residential areas.

* COMMENT: The promised option of no above ground construction sites in Haberfield/Ashfield permits use of tunnel exit portals and then underground tunnel movements for spoil haulage. So this option would impact significantly less on all residential areas in Haberfield/Ashfield.

* Minimising private property acquisition - the aim is to utilise government owned properties where possible.

* COMMENT: Option B involves more private land acquisition

* Construction program implications - site selection that would enable construction works to be completed as efficiently as possible. COMMENT: Whilst there may be efficiencies for engineers with Options A & B or their more extensive preferred hybrid options, these efficiencies do not properly consider the impact of a decade long industrial project in the midst of a densely populated residential setting. The loss of productive efficiency of thousands of employees, businesses and school children impacted by these proposals is not adequately assessed nor quantified. It is noted that the EIS now proposes to minimise the impact of the project around the Darley St site, by limiting work to business hours. This courtesy and consideration should be extended across all project sites, due the extended time frame of the project. There should be a nighttime curfew, with no heavy truck movements nor project work after 10 pm.

To sum up:

- * The EIS has gross deficiencies, as outlined above, which makes it impossible for the public to make an informed response.
- * The Secretary should not recommend, nor the Minister approve this EIS.
- * The Secretary should instruct the proponents to accurately reflect the historic developments and revise the SEARS to ensure any proposal honors prior commitments to local residents on how project impact would be avoided, minimized and mitigated.
- * The Minister should release the Preferred Infrastructure Report on the M4-5 for public consultation, in order that informed public response and critique can be offered. The Preferred Infra-structure report should become the EIS for public consultation.

Yours sincerely

Victor Storm
E: hvstorm@gmail.com


Submission: Online Submission from Victor Storm (object)
https://majorprojects.accelo.com/?action=view_activity&id=226511

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

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

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

Application Number: SSI7485

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

I object to this application SSI7485.

Specifically, I write to object to what the EIS presents in Volume 1A Chapter 4, Project development and alternatives, as an accurate representation of the development of the M4-M5 project including options considered. Specifically my concern is in relation to proposed construction sites in Haberfield/Ashfield presented as Option A and Option B.

I request the Department of Planning not approve the application because significant and relevant information has been omitted from Chapter 4 of the M4-M5 EIS, particularly in relation to Haberfield Option A and B. These omissions make Chapter 4 and the entire EIS incomplete and not ready for exhibition, assessment, or approval.

- False and misleading or omitted information brings into question the validity of the entire M4-M5 EIS. All chapters, appendices and annexures of EIS rely upon the accuracy of project development background information as presented in Chapter 4. If Chapter 4 is inaccurate and inadequate, then so is the rest of the EIS.
- Specifically, what is presented in the M4-M5 EIS is false and misleading due to no mention or consideration of what occurred during the M4 East exhibition, assessment and approval process, - and how this background information and WestConnex project knowledge relates to the current M4-M5 application.
- What was promised to the community during the M4 East Concept phase (2013-14) and M4 East EIS exhibition phase in (2015-16), was that there would be no above ground construction sites in Haberfield and Ashfield after 2019 – except if the M4-M5 were to be approved. If the M4-5 were approved, then only limited construction work would be required to fit out of the M4-M5 ventilation stack, as well as use of the M4-M5 entry and entry ramps along Wattle St, between Parramatta Rd and Ramsay St, Haberfield.
- When the WestConnex M4 East project was approved in February 2016, the M4-M5 (Stage 3) ventilation facility and exhaust chimney, the M4-M5 'blind portal' entry and entry surface ramps, and the M4-M5 mainline tunnel stubs were also designed and included to be constructed as part of the M4 East project.

- The M4-M5 exhaust stack is currently being built onsite as part of the M4 East Parramatta Rd Ventilation Facility (PRVF) opposite Bunnings, the M4-M5 entry and exit surface ramps are currently being built along Wattle St, Haberfield between Parramatta Rd and Ramsay St, Haberfield, and the M4-M5 mainline tunnel stubs are being tunnelled and will end deep underground around 142-144 Alt St, Haberfield.
- What was promised at the time of M4 East EIS exhibition and approval was that if the M4-M5 were to be approved (as predicted by SMC/WDA), there would be no need any above ground construction sites in Haberfield and Ashfield. This promise was repeated and reiterated from 2013 until recently, and was said to be being both reasonable and technically feasible.
- This promise was also actively used, in 2015/2016, to justify the significantly changed design and expansion of the Wattle St interchange in the M4East EIS, from what was presented to the community during the M4 East Concept Plan information sessions in 2013/2014.
- This promise of no M4-M5 above ground construction sites in Haberfield or Ashfield has subsequently been used as the basis for asking for community and resident 'patience' for the promised 'temporary' duration of WestConnex M4 East construction activity. This M4East construction is currently causing significant and adverse health, well-being, social and business impacts in Haberfield and Ashfield.
- 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.

I object that the M4-M5 project proposes to deny and renege on what was originally promised to the Haberfield and Ashfield community in 2019, and which will now result in a total of 8 years, or more, of construction being imposed upon the residents and businesses.

This is scarcely a temporary proposal that residents should be forced to endure! Whilst the proposals made in the current M4-5 EIS are feasible, they are unreasonable because of the sustained and unacceptable impact on the lives of Haberfield/Ashfield residents. A decade long intrusion and disruption into the everyday life of people from 2013-2023 is unreasonable.

I specifically object that no feasible or reasonable alternative to 8 years of construction is being presented or considered in Chapter 4, or elsewhere in the M4-M5 EIS.

Even since the release of the M4-M5 EIS, project team members have conceded it is feasible to build the M4-M5, as promised, without additional above ground construction sites in Haberfield and Ashfield.

It is up to the Department of Planning and the Minister of Planning to determine that it is reasonable for the proposal to remain true to promises already made to local residents and it is unreasonable to expect the Haberfield and Ashfield community to live with and try to survive a further 6 years or more (totalling a decade or more) of new and continuing WestConnex above ground construction sites and activity.

- The promised option is an alternative that has not been documented, or considered as a viable alternative or option within Chapter 4. This is a significant failing within the EIS.
- Chapter 4 makes no mention of this important background information and promise, and does not consider the reasonableness and feasibility of this construction option. This is a major omission and failing with the M4-M5 EIS.
- The applicant has also not understood or fully revealed the evolution of the M4-5 project and has not adequately considered the integration of the proposed M4-5 Link with both the M4 East, and New M5 projects.
- Chapter 4 does not fully and truthfully summarize the project evolution and design refinements for the key components of the project. The proponents of the M4-M5 project and the authors of the EIS are either completely unaware of the projects full and true development history in relation to the Haberfield and Ashfield promise, or are prepared to ignore it as a matter of expediency. As they describe in the EIS the options development process for permanent and temporary infrastructure, facilities and construction staging, they ignore the promise made to Haberfield and Ashfield residents, present an Option A and B regards construction sites and staging, but effectively fail to present all options that are technically feasible.
- Moreover, at public consultations, the project team have outlined a number of design initiatives which are not mentioned at all in the EIS. These include use of a conveyor belt across Parramatta Rd to move spoil from one side to another, use of rock crusher mill & and construction of an additional foot bridge to permit workers access from one side to the other.
- This is also a major EIS failure with significant impacts for residents living around where the M4-M5 will connect with the M4 East Wattle St,

Haberfield interchange, - as well for residents living around where the M4-M5 will connect with the New M5 St Peters interchange.

I also specifically object that on page 4-1 it is stated that:

the project described and assessed in this EIS is based on a concept design that is subject to further refinement during detailed detail and construction planning, as described in Chapter 1 (introduction).

- It is wrong, and I object that such an important infrastructure project is being assessed on what is acknowledged as only being a concept, with much important detail to be refined and made public only after approval.
- I request that the Department of Planning not approve the application until more than a concept design requiring refinement is provided.

Chapter 4, by omission, misleading or false information has not given a true account, and considered the full range of construction options in Haberfield.

- I specifically object that Haberfield Option A and Option B being presented, is made with no background reference to promises made to the community during the M4 East EIS exhibition and assessment process.
- I also object about the way Chapter 4 and EIS summarises the Haberfield and Ashfield Option A and B. The 2 options are summarised in such a manner, that upon an initial reading of the EIS, it seems that there is a simple choice between 2 Construction Options, each proposing to use 3 sites different location.
- However on closer reading of the words, combined with an examination of tables and figures, it becomes apparent that the M4-M5 East EIS is seeking approval of all 6 construction sites, and that the final decision as to exactly which and how many sites will be required - and the staged timing and duration of their combined usage - will be determined by the project builder, during detailed design and construction planning after approval has been granted.
- I object that the way Option A and B is summarised within the EIS does not clearly show the overlapping of construction activity and extended duration of proposed construction time across at least 4, if not five of the sites in Haberfield and Ashfield. This is also a serious omission of detail of what is actually proposed in the EIS
- I object to the indicative nature of the EIS specifically in relation to the Option A and Option B Haberfield and Ashfield construction sites and staging.

- It is unreasonable to proceed with the assessment and approval process without requiring more detailed information and putting it out for exhibition regards Option A and B.

The SEARs Page 4-2 says that:

“a demonstration of how the project design has been developed to avoid or minimise likely adverse impacts; (and that details about the project evolution and design refinement process that has been used to avoid or minimise likely adverse impacts are included in section [4.5](#) and section [4.6](#).)”

4.6.2 lists the following criteria for review of for project options”

- **The locations of key project infrastructure** – where feasible, the construction ancillary facilities would be located within or adjacent to land which would be used for permanent operational infrastructure.
COMMENT: HABERFIELD/ASHFIELD OPTION B acquires and alienates increased private land
- **Co-locating sites with other WestConnex projects where possible** – the project would use construction ancillary facilities approved for use by the M4 East and New M5 projects at **Haberfield and St Peters respectively.**
- **COMMENT:** OPTION B adds new land to the project footprint and also both OPTION A & B renege on previous promises and assurances given by SMC to minimise above ground impacts on local residents with the M4-5 project.
- **Land is suitable for use** – this included consideration of surrounding land uses, biodiversity and heritage values and minimising disruption to communities.
- **COMMENT:** Both Options A&B will significantly disrupt local communities
- **Accessibility** – **sites would be located close to arterial routes for spoil haulage and would minimise use of local roads through residential areas.**
- **COMMENT:** The promised option of no above ground construction sites in Haberfield/Ashfield permits use of tunnel exit portals and then underground tunnel movements for spoil haulage. So this option would impact significantly less on all residential areas in Haberfield/Ashfield.
- **Minimising private property acquisition** – the aim is to utilise government owned properties where possible.
- **COMMENT:** Option B involves more private land acquisition
- **Construction program implications** – site selection that would enable construction works to be completed as efficiently as possible.
COMMENT: Whilst there may be efficiencies for engineers with Options

A & B or their more extensive preferred hybrid options, these efficiencies do not properly consider the impact of a decade long industrial project in the midst of a densely populated residential setting. The loss of productive efficiency of thousands of employees, businesses and school children impacted by these proposals is not adequately assessed nor quantified. It is noted that the EIS now proposes to minimise the impact of the project around the Darley St site, by limiting work to business hours. This courtesy and consideration should be extended across all project sites, due the extended time frame of the project. There should be a nighttime curfew, with no heavy truck movements nor project work after 10 pm.

To sum up:

- The EIS has gross deficiencies, as outlined above, which makes it impossible for the public to make an informed response.
- The Secretary should not recommend, nor the Minister approve this EIS.
- The Secretary should instruct the proponents to accurately reflect the historic developments and revise the SEARS to ensure any proposal honors prior commitments to local residents on how project impact would be avoided, minimized and mitigated.
- The Minister should release the Preferred Infrastructure Report on the M4-5 for public consultation, in order that informed public response and critique can be offered. The Preferred Infra-structure report should become the EIS for public consultation.

Yours sincerely

Victor Storm
E: hvstorm@gmail.com

From: [REDACTED]
Sent: Sun, 15 Oct 2017 13:00:45 +0000
To: [REDACTED]
Subject: FW: Submission Details for Victor Storm (object)
Attachments: 227846_FINAL Chapter 11 Human Health Risk 161017 _2017Oct15_2359.pdf

From: system@accelo.com On Behalf Of Victor Storm
Sent: Monday, 16 October 2017 12:00:21 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Victor Storm (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Victor Storm
[REDACTED]
[REDACTED]
[REDACTED]

HABERFIELD, NSW
2045

Content:
Pdf attached

[REDACTED]
Submission: Online Submission from Victor Storm (object)
https://majorprojects.accelo.com/?action=view_activity&id=227846

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

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

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

Application Number: SSI7485

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

I am happy to clarify or discuss any of the issues that I have raise in my submission. I look forward to your considered response. I request that my name and objection be noted and recorded and that my submission is made publicly available.

I write this submission as a local resident. However I also hold specific expertise in health areas, both in psychiatry and public health, which inform my observations and comments.

I object to this application SSI7485.

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

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

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

Chapter 11 Human Health Risk

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

- An outline of the methodology used to undertake the human health risk assessment
- A summary of the existing environment relevant to human health
- A description of the potential impacts of the project on human health during construction and operation

- Environmental management measures to be implemented to minimise any potential impacts of the project on human health.

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

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

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

Section 11.2 Project design to minimize health impacts:

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

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

Section 11.3 Existing Environment

Section 11.3.1 Population profile

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

Section 11.3.2: This chapter references information received from the Sydney Area Health Service (which has never been an entity). This indicates that the data relied upon in the EIS is not new, may be out of date and cannot to be relied upon in this EIS. The use of the term Sydney Area Health Service (or CSAHS, SSWAHS) indicates that reference material in the EIS has just been cut and paste from M4 East EIS (which also referred to Sydney Area Health Service rather than Sydney Local Health District, which was established in 2011). This suggests that the RMS was also probably using out of date information in 2015.

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

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

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

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

Section 11.4: Assessment of potential construction impacts

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

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

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

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

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

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

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

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

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

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

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

Pedestrian Safety has also been problematic, particularly for frail and vision impaired residents during road and path detours required for M4E construction.

Section 11.5 Assessment of potential operational impacts

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

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

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

Also Table 11-24 highlights increases in ill-health effects from PM2.5 for residents of Canada Bay, Sydney, Botany & Burwood. These effects require further analysis and explanation before any approval should be granted.

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

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

Section 11.5.2 Noise and Vibration

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

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

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

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

11.6 Assessment of potential social impacts on health

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

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

11.6.3: Green space has been alienated both public and private. The ongoing construction noise & dust intrusion significantly diminishes the enjoyment of both

parks and also private gardens. The reduced vegetation cover and the broad heat sink created by the project have increased the heat load and burden on the suburbs of Haberfield/Ashfield.

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

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

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

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

11.7 Economic Aspects

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

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

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

11.8 Construction fatigue

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

In addition to construction fatigue, there is also complaint fatigue. The experience residents have, when they have legitimate complaints about dust, noise or other pollution, is one of slow response and often no response. If the communication team is pushed, the team member is often irritated by the complaint (as they cannot do

anything about it). The most common response is a cut and paste email that states that the EPL licence allows such unreasonable noise or other intrusion.

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

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

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

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

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

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

11.9 Stress and anxiety issues

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

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

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

The Westconnex series of projects present challenges and difficulties that have not been faced in modern densely populated Australian urban environments. The initial approvals for the M4 widening, M4E, & New M5 have highlighted limitations of the review of approval mechanisms, when modelled projections and predictions are

contradicted by the actual outcomes. The public have discovered that there are multiple restrictions to gaining satisfactory resolutions to problems, because the proponent responds that they are working within approvals already granted.

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

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

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

Recommendations for consideration PRIOR TO ANY APPROVAL

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

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

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

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

I recommend that DP&E assessment and approval team run a series of workshops with residents, from different locations, who have or are willing to engage with the EIS PRIOR to approval and AFTER release of the Preferred Infrastructure Report.

I recommend that approval not be granted on the basis of this EIS. The proponent needs to review, revise and re-submit the EIS to DP&E so it can be

re-exhibited, in combination with the Preferred Infrastructure Report to ensure proper public engagement.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

I recommend that, as part of the conditions of approval, there be regular mandatory disability audits from qualified person/service re all aspects of project impacts in local community – (a safety officer from the M4 East project has admitted he was not qualified to assess and make appropriate suggestions on this topic).

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

Yours sincerely

Victor Storm

E hvstorm@gmail.com

From: [REDACTED]
Sent: Sun, 15 Oct 2017 13:17:35 +0000
To: [REDACTED]
Subject: FW: Submission Details for Victor Storm (object)
Attachments: 227852_FINAL Appendix C Cumulative impact assessment methodology
 151017_2017Oct16_0016.pdf

From: system@acelo.com On Behalf Of Victor Storm
Sent: Monday, 16 October 2017 12:17:11 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Victor Storm (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Victor Storm
[REDACTED]

[REDACTED]
 [REDACTED]
 Haberfield, NSW
 2045

Content:
 Appendix C Cumulative impact assessment methodology
 Director, Infrastructure Projects, Planning Services
 Department of Planning and Environment
 GPO Box 39 Sydney NSW 2001
 Application Number: SSI7485
 WestConnex M4-5 Link from Haberfield to St Peter's with additional connections to the Iron Cove Bridge
 & Rozelle Inter-change.

I object to this application SSI7485.

Specifically, I write to object to what the EIS presents in Appendix C Cumulative impact assessment methodology as issues that can be best managed within the M4-M5 project proposal. The remarks focus particularly on the Haberfield/Ashfield end of the project proposal. It is also informed by the lived experience as resident of Haberfield, of the ongoing impact of the M4E project on daily life.

Table 1-2 outlines, Projects considered but not assessed in the cumulative impact assessment. I object that a number of key relevant projects are not considered by the impact of Westconnex. Three involve road links and public transport infrastructure and a two more stream naturalisation :

- * the King Street Gateway and the Alexandria to Moore Park Connectivity Upgrade need to be considered as part of the cumulative impacts of the Westconnex project. To baldly say insufficient public information is not available is inadequate. We know potential implications of traffic flow from the M4-5 link and other Westconnex projects, so the implications on these adjacent roads will be known. It is up to the proponent to articulate this. It is major deficiency

- * a third associated road project, namely the already approved Parramatta Road pinch point project at Great North Road is not discussed.

- * Two significant public transport projects are similarly ignored. The Parramatta Road Bus and Rapid transit and future Light rail are both written off as having insufficient public information available. Again it

is essential that the proponents articulate how the design will not impact or impair capacity for either of these projects to proceed. They are both critical to enable reductions in surface traffic on the inner west roads. It is vital that the M4-5 link does not get built in ways which prevents either of these projects from being constructed in an efficient and effective manner.

* Johnston's Creek naturalisation is mentioned, but also asserts insufficient public information is available. The Iron Cove Creek naturalisation project is not mentioned at all. Sydney Water has a number of officers who can give advice on these projects. Again it is essential that the proponents ensure that this proposal does not impair or hinder the capacity to revitalise and regenerate these waterways.

* All of these projects have overlap and should be key issues within this EIS, for flooding drainage, water quality and bio-diversity.

These deficits require review and revision. I recommend that the EIS not be approved until these major cumulative impacts are properly assessed and analysed.

Yours sincerely

Victor Storm
E hvstorm@gmail.com


Submission: Online Submission from Victor Storm (object)

https://majorprojects.accelo.com/?action=view_activity&id=227852

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

Appendix C Cumulative impact assessment methodology

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

Application Number: SSI7485

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

I object to this application SSI7485.

Specifically, I write to object to what the EIS presents in Appendix C Cumulative impact assessment methodology as issues that can be best managed within the M4-M5 project proposal. The remarks focus particularly on the Haberfield/Ashfield end of the project proposal. It is also informed by the lived experience as resident of Haberfield, of the ongoing impact of the M4E project on daily life.

Table 1-2 outlines, Projects considered but not assessed in the cumulative impact assessment. I object that a number of key relevant projects are not considered by the impact of Westconnex. Three involve road links and public transport infrastructure and a two more stream naturalisation :

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- Two significant public transport projects are similarly ignored. The Parramatta Road Bus and Rapid transit and future Light rail are both written off as having insufficient public information available. Again it is essential that the proponents articulate how the design will not impact or impair capacity for either of these projects to proceed. They are both critical to enable reductions in surface traffic on the inner west roads. It is vital that the M4-5 link does not get built in ways which prevents either of these projects from being constructed in an efficient and effective manner.
- Johnston's Creek naturalisation is mentioned, but also asserts insufficient public information is available. The Iron Cove Creek naturalisation project is not mentioned at all. Sydney Water has a number of officers who can give advice on these projects. Again it is essential that the proponents ensure that

this proposal does not impair or hinder the capacity to revitalise and regenerate these waterways.

- All of these projects have overlap and should be key issues within this EIS, for flooding drainage, water quality and bio-diversity.

These deficits require review and revision. I recommend that the EIS not be approved until these major cumulative impacts are properly assessed and analysed.

Yours sincerely

Victor Storm

E hvstorm@gmail.com

From: [REDACTED]
Sent: Mon, 16 Oct 2017 10:05:58 +0000
To: [REDACTED]
Subject: FW: Submission Details for Victor Storm (object)
Attachments: 228319_M4-5 EIS submission Appendix A Project Synthesis FINAL
 16102017_2017Oct16_2104.pdf

From: system@accelo.com On Behalf Of Victor Storm
Sent: Monday, 16 October 2017 9:05:08 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Victor Storm (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Victor Storm

[REDACTED]

[REDACTED]

Haberfield, NSW
2045

Content:

This is conjoint submission with Sharon Laura.

It is an M4-5 EIS submission about Appendix A Project Synthesis.. It is attached as a pdf.

[REDACTED]
 Submission: Online Submission from Victor Storm (object)
https://majorprojects.accelo.com/?action=view_activity&id=228319

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

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

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

Application Number: SSI7485

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

We object to this application SSI7485.

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

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

1 Introduction

1.5 Assessment and approval process

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

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

1.6 Future Consultation

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

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

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

2 The Project

2.1.1 Tunnel excavation

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

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

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

2.1.2 Connectivity

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

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

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

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

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

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

2.1.5 Motorway Operation complexes

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

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

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

Utility services

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2.2.4 Construction work hours

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

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

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

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

2.2.5 Spoil Haulage Routes

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

2.4 Potential future uses of remaining project land

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

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

3 Design evolution and impact avoidance

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

4 Project impacts and environmental management

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

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

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

5 Project performance outcomes

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

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

6 Project Uncertainties

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

7 Project justification and conclusion

7.1 Strategic context

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

7.2 Need and justification

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

7.3 Biophysical, economic and social considerations

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

7.5 Cumulative impacts

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

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

7.6 Conclusion

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

SUMMARY

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

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

Yours sincerely

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

List of recommendations in this submission:

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

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

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

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

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

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

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

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

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

From: [REDACTED]
Sent: Mon, 16 Oct 2017 10:10:15 +0000
To: [REDACTED]
Subject: FW: Submission Details for Victor Storm (object)
Attachments: 228321_M4-5 EIS submission Chapter 10 Noise and Vibration FINAL 16102017_2017Oct16_2107.pdf

From: system@accelo.com On Behalf Of Victor Storm
Sent: Monday, 16 October 2017 9:08:08 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Victor Storm (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Victor Storm
[REDACTED]

[REDACTED]

Haberfield, NSW
2045

Content:
 This is a conjoint submission with Sharon Laura.

If this is a duplicate, I apologise, but I am uncertain if it transmitted properly on the last of many unsuccessful attempts.

It is an M4-5 EIS response, concentrating on Chapter 10, Noise & Vibration., attached as pdf.

[REDACTED]
 Submission: Online Submission from Victor Storm (object)
https://majorprojects.accelo.com/?action=view_activity&id=228321

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

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

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

Application Number: SSI7485

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

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

We object to this application SSI7485.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

We recommend that the Minister:

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

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

Yours sincerely

Sharon Laura, E slaurar@gmail.com

Victor Storm, E hvstormAgmail.com

List of recommendations in this submission.

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

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

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

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

We recommend that the Minister:

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

From: [REDACTED]
Sent: Mon, 16 Oct 2017 11:15:20 +0000
To: [REDACTED]
Subject: FW: Submission Details for Victor Storm (object)
Attachments: 228337_M4-5 EIS submission Chapter 4 Project Development and Alternatives
Revised 16102017_2017Oct16_2156.pdf

From: system@accelo.com On Behalf Of Victor Storm
Sent: Monday, 16 October 2017 9:57:10 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Victor Storm (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Victor Storm
[REDACTED]
[REDACTED]
[REDACTED]

Haberfield, NSW
2045

Content:

I submit a revised pdf attachment for the M4-5 EIS, specifically about Chapter 4 on Project Development

[REDACTED]
Submission: Online Submission from Victor Storm (object)
https://majorprojects.accelo.com/?action=view_activity&id=228337

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

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

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

Application Number: SSI7485

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

I object to this application SSI7485.

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

Specifically, I write to object to what the EIS presents in Volume 1A Chapter 4, Project development and alternatives, as an accurate representation of the development of the M4-M5 project including options considered. Specifically my concern is in relation to proposed construction sites in Haberfield/Ashfield presented as Option A and Option B.

I request the Department of Planning not approve the application because significant and relevant information has been omitted from Chapter 4 of the M4-M5 EIS, particularly in relation to Haberfield Option A and B. These omissions make Chapter 4 and the entire EIS incomplete and not ready for exhibition, assessment, or approval.

- False and misleading or omitted information brings into question the validity of the entire M4-M5 EIS. All chapters, appendices and annexures of EIS rely upon the accuracy of project development background information as presented in Chapter 4. If Chapter 4 is inaccurate and inadequate, then so is the rest of the EIS.
- Specifically, what is presented in the M4-M5 EIS is false and misleading due to no mention or consideration of what occurred during the M4 East exhibition, assessment and approval process, - and how this background information and WestConnex project knowledge relates to the current M4-M5 application.
- What was promised to the community during the M4 East Concept phase (2013-14) and M4 East EIS exhibition phase in (2015-16), was that there would be **no** additional above ground construction sites in Haberfield and Ashfield after 2019. If the M4-5 were approved, then only limited construction work would be required to fit out of the M4-M5 ventilation stack, as well as use of the M4-M5 entry and entry ramps along Wattle St, between Parramatta Rd and Ramsay St, Haberfield.
- When the WestConnex M4 East project was approved in February 2016, the M4-M5 (Stage 3) ventilation facility and exhaust chimney, the

M4-M5 'blind portal' entry and entry surface ramps, and the M4-M5 mainline tunnel stubs were also designed and included to be constructed as part of the M4 East project to obviate any further need for additional surface work with the M4-5 project.

- The M4-M5 exhaust stack is currently being built onsite as part of the M4 East Parramatta Rd Ventilation Facility (PRVF) opposite Bunnings, the M4-M5 entry and exit surface ramps are currently being built along Wattle St, Haberfield between Parramatta Rd and Ramsay St, Haberfield, and the M4-M5 mainline tunnel stubs are being tunnelled and will end deep underground around 142-144 Alt St, Haberfield.
- What was promised at the time of M4 East EIS exhibition and approval was that if the M4-M5 were to be approved (as predicted by SMC/WDA), there would be no need any above ground construction sites in Haberfield and Ashfield. This promise was repeated and reiterated from 2013 until recently, and was said to be being both reasonable and technically feasible.
- This promise was also actively used, in 2015/2016, to justify the significantly changed design and expansion of the Wattle St interchange in the M4East EIS, from what was presented to the community during the M4 East Concept Plan information sessions in 2013/2014.
- This promise of no M4-M5 above ground construction sites in Haberfield or Ashfield has subsequently been used as the basis for asking for community and resident 'patience' for the promised 'temporary' duration of WestConnex M4 East construction activity. This M4East construction is currently causing significant and adverse health, well-being, social and business impacts in Haberfield and Ashfield.
- 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.

I object that the M4-M5 project proposes to deny and renege on what was originally promised to the Haberfield and Ashfield community in 2019, and which will now result in a total of 8 years, or more, of construction being imposed upon the residents and businesses.

This is scarcely a temporary proposal that residents should be forced to endure! Whilst the proposals made in the current M4-5 EIS are feasible, they are unreasonable because of the sustained and unacceptable impact on the

lives of Haberfield/Ashfield residents. A decade long intrusion and disruption into the everyday life of people from 2013-2023 is unreasonable.

I specifically object that no feasible or reasonable alternative to 8 years of construction is being presented or considered in Chapter 4, or elsewhere in the M4-M5 EIS.

Even since the release of the M4-M5 EIS, project team members have conceded it is feasible to build the M4-M5, as promised, without additional above ground construction sites in Haberfield and Ashfield.

I recommend that the Department of Planning and the Minister of Planning determine that it is both feasible and reasonable for the proposal to remain true to promises already made to local residents.

I recommend that the Department of Planning and the Minister of Planning should also determine that it is unreasonable to expect the Haberfield and Ashfield community to live with and try to survive a further 6 years or more (totalling a decade or more) of new and continuing WestConnex above ground construction sites and activity.

- The promised option is an alternative that has not been documented, or considered as a viable alternative or option within Chapter 4. This is a significant failing within the EIS.
- Chapter 4 makes no mention of this important background information and promise, and does not consider the reasonableness and feasibility of this construction option. This is a major omission and failing with the M4-M5 EIS.
- The applicant has also not understood or fully revealed the evolution of the M4-5 project and has not adequately considered the integration of the proposed M4-5 Link with both the M4 East, and New M5 projects.
- Chapter 4 does not fully and truthfully summarize the project evolution and design refinements for the key components of the project. The proponents of the M4-M5 project and the authors of the EIS are either completely unaware of the projects full and true development history in relation to the Haberfield and Ashfield promise, or are prepared to ignore it as a matter of expediency. As they describe in the EIS the options development process for permanent and temporary infrastructure, facilities and construction staging, they ignore the promise made to Haberfield and Ashfield residents, present an Option A and B regards construction sites and staging, but effectively fail to present all options that are technically feasible and reasonable.
- Moreover, at public consultations, the project team have outlined a number of design initiatives which are not mentioned at all in the EIS. These include use of a conveyor belt across Parramatta Rd to move spoil from one side to another, use of rock crusher mill & and

construction of an additional foot bridge to permit workers access from one side to the other.

- This is also a major EIS failure with significant impacts for residents living around where the M4-M5 will connect with the M4 East Wattle St, Haberfield interchange, - as well for residents living around where the M4-M5 will connect with the New M5 St Peters interchange.

I also specifically object that on page 4-1 it is stated that:

the project described and assessed in this EIS is based on a concept design that is subject to further refinement during detailed detail and construction planning, as described in Chapter 1 (introduction).

- It is wrong, and I object that such an important infrastructure project is being assessed on what is acknowledged as only being a concept, with much important detail to be refined and made public only after approval.
- I request that the Department of Planning and the Minister not approve the application until more than a concept design requiring refinement is provided.

Chapter 4, by omission or provision of misleading or false information, has not given a true account, and considered the full range of construction options in Haberfield.

- I specifically object that Haberfield Option A and Option B are being presented with no background reference to promises made to the community during the M4 East EIS exhibition and assessment process.
- I also object about the way Chapter 4 and EIS summarises the Haberfield and Ashfield Option A and B. The 2 options are summarised in such a manner, that upon an initial reading of the EIS, it seems that there is a simple choice between 2 Construction Options, each proposing to use 3 sites different location.
- However on closer reading of the words, combined with an examination of tables and figures, it becomes apparent that the M4-M5 East EIS is seeking approval of all 6 construction sites, and that the final decision as to exactly which and how many sites will be required - and the staged timing and duration of their combined usage - will be determined by the project builder, during detailed design and construction planning after approval has been granted.
- I object that the way Option A and B is summarised within the EIS does not clearly show the overlapping of construction activity and extended duration of proposed construction time across at least 4, if not five of the sites in Haberfield and Ashfield. This is also a serious omission of detail of what is actually proposed in the EIS

- I object to the indicative nature of the EIS specifically in relation to the Option A and Option B Haberfield and Ashfield construction sites and staging.
- It is unreasonable to proceed with the assessment and approval process without requiring more detailed information and putting it out for exhibition regards Option A and B.

The SEARs Page 4-2 says that:

“a demonstration of how the project design has been developed to avoid or minimise likely adverse impacts; (and that details about the project evolution and design refinement process that has been used to avoid or minimise likely adverse impacts are included in section [4.5](#) and section [4.6](#).)”

4.6.2 lists the following criteria for review of for project options”

- ***The locations of key project infrastructure*** – where feasible, the construction ancillary facilities would be located within or adjacent to land which would be used for permanent operational infrastructure.
Response: HABERFIELD/ASHFIELD OPTION B acquires and alienates increased amounts of private land
- ***Co-locating sites with other WestConnex projects where possible*** – the project would use construction ancillary facilities approved for use by the M4 East and New M5 projects at **Haberfield and St Peters respectively.**
Response: OPTION B adds new land to the project footprint and also both OPTION A & B renege on previous promises and assurances given by SMC to minimise above ground impacts on local residents with the M4-5 project.
- ***Land is suitable for use*** – this included consideration of surrounding land uses, biodiversity and heritage values and minimising disruption to communities.
Response: Both Options A&B will significantly disrupt local communities
- ***Accessibility*** – sites would be located close to arterial routes for spoil haulage and would minimise use of local roads through residential areas.
Response: The promised option of no above ground construction sites in Haberfield/Ashfield permits use of tunnel exit portals and then underground tunnel movements for spoil haulage. So this option would impact significantly less on all residential areas in Haberfield/Ashfield.
- ***Minimising private property acquisition*** – the aim is to utilise government owned properties where possible.
Response: Option B involves more private land acquisition

- **Construction program implications** – *site selection that would enable construction works to be completed as efficiently as possible.*

Response Whilst there may be efficiencies for engineers with Options A & B or their more extensive preferred hybrid options, these efficiencies do not properly consider the impact of a decade long industrial project in the midst of a densely populated residential setting. The loss of productive efficiency of thousands of employees, businesses and school children impacted by these proposals is not adequately assessed nor quantified.

- It is noted that the EIS proposes to minimise the impact of the project around the Darley St site, by limiting work to business hours. This is supported and should be extended to all project sites. There should be no project work, nor spoil haulage outside routine construction hours, due to the extended time frame of the project. There should be an absolute night-time curfew, on all work from 11 pm.

Recommendation:

Any conditions of approval must include a requirement For no construction work (including Spoil removal) to be permitted out-of-hours, with a night-time curfew imposed on all work from 11pm until 6am.

Further, that the more up-to-date conditions and licensing terms applied to the Sydney Metro (rail) Project should be applied to Stage 3, should it proceed, and retrospectively applied to Stages 1 And 2.

Additionally, any conditions of approval must include a requirement that RMS Road occupations be allowed from 7pm onward to assist with implementation of the 11 pm night-work curfew.

To sum up:

- The EIS has gross deficiencies, as outlined above, which makes it impossible for the public to make an informed response.
- The Secretary should not recommend, nor the Minister approve this EIS.
- The Secretary should instruct the proponents to accurately reflect the historic developments and revise the SEARS to ensure any proposal honors prior commitments to local residents on how project impact would be avoided, minimized and mitigated.
- The Minister should release the Preferred Infrastructure Report on the M4-5 for public consultation, in order that informed public response and critique can be offered. The Preferred Infra-structure report should be released with a revised EIS for public consultation.

Yours sincerely

Victor Storm E: hvstorm@gmail.com
16 October 2017

From: [REDACTED]
Sent: Mon, 16 Oct 2017 10:12:57 +0000
To: [REDACTED]
Subject: FW: Submission Details for Victor Storm (object)
Attachments: 228317_M4-5 EIS submission Chapter 11 Human Health Risk FINAL Revised 161017_2017Oct16_2102.pdf

From: system@accelo.com On Behalf Of Victor Storm
Sent: Monday, 16 October 2017 9:03:17 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Victor Storm (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Victor Storm
[REDACTED]
[REDACTED]
[REDACTED]

Haberfield, NSW
2045

Content:

This is a conjoint submission with Sharon Laura.

It is a revised submission about The M4-5 EIS on Chapter 11, Human and Health Risk. It is attached as a pdf.

[REDACTED]
Submission: Online Submission from Victor Storm (object)
https://majorprojects.accelo.com/?action=view_activity&id=228317

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

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

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

Application Number: SSI7485

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

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

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

We object to this application SSI7485.

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

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

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

Chapter 11 Human Health Risk

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

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

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

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

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

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

Section 11.2 Project design to minimize health impacts:

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

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

Section 11.3 Existing Environment

Section 11.3.1 Population profile

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

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

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

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

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

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

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

Section 11.4: Assessment of potential construction impacts

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

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

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

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

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

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

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

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

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

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

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

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

Section 11.5 Assessment of potential operational impacts

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

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

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

Also Table 11-24 highlights increases in ill-health effects from PM2.5 for residents of Canada Bay, Sydney, Botany & Burwood. These effects require further analysis and explanation before any approval should be granted.

Table 11-25 notes the unacceptable increase in mortality risk from PM2.5 for elevated receptors. This brings into question impacts on residents around Homebush & North Strathfield from already established Westconnex infrastructure, into which the M4-5 link will drive more traffic.

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

Section 11.5.2 Noise and Vibration

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

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

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

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

11.6 Assessment of potential social impacts on health

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

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

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

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

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

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

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

11.7 Economic Aspects

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

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

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

11.8 Construction fatigue

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

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

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

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

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

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

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

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

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

11.9 Stress and anxiety issues

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

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

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

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

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

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

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

Recommendations for consideration PRIOR TO ANY APPROVAL

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely

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

References:

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

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

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

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

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

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

From: [REDACTED]
Sent: Mon, 16 Oct 2017 12:54:01 +0000
To: [REDACTED]
Subject: FW: Submission Details for Victor Storm (object)
Attachments: 228393_M4-5 EIS Submission Appendix F Utilities Management
16102017_2017Oct16_2351.pdf

From: system@accelo.com On Behalf Of Victor Storm
Sent: Monday, 16 October 2017 11:52:07 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Victor Storm (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Victor Storm
[REDACTED]
[REDACTED]
[REDACTED]

Haberfield, NSW
2045

Content:
The attached pdf relates to Appendix F and makes Comments, ask Questions and has some Recommendations

[REDACTED]
Submission: Online Submission from Victor Storm (object)
https://majorprojects.accelo.com/?action=view_activity&id=228393

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

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

Appendix F Utilities Management Strategy

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

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

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

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

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

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

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

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

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

Refer to (page 12)

Section 2 Approach to proposed utility works

Section 2. Areas of interest

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

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

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

Refer page 15

Section 3 Proposed Utility works

Section 3.2 Wattle St interchange at Haberfield/Ashfield

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

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

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

Refer to page 16 text, and

Table 3-1 Wattle St interchange – Haberfield

Table 3-2 Utilities at Parramatta Rd – Haberfield

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

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

Refer to

Pages 30-42

Section Proposed power supply

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

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

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

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

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

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

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

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

Refer page 97

Section 8.14

Cumulative impacts

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

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

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

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

Page 97, 8.14, Cumulative Impacts

Page 99, 9.5, Coordination of utility works

Page 102, 10.1, Management measures

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

Utility Co-ordination Committee.

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

Sharon Laura

Victor Storm

October 16 2017

From: [REDACTED]
Sent: Mon, 16 Oct 2017 13:06:26 +0000
To: [REDACTED]
Subject: FW: Submission Details for Victor Storm (object)
Attachments: 228405_M4-5 EIS Submission Unanswered Questions Exec Summ & Chapters 1-6 16102017docx_2017Oct17_0003.1.pdf, 228405_M4-5 EIS Submission Unanswered Questions Exec Summ & Chapters 1-6 16102017docx_2017Oct17_0003.pdf

From: system@accelo.com On Behalf Of Victor Storm
Sent: Tuesday, 17 October 2017 12:05:15 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Victor Storm (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Victor Storm
[REDACTED]

[REDACTED]

Haberfield, NSW
2045

Content:
 This is a series of questions and comments for consideration
 It is a joint document from Sharon Laura

[REDACTED]
 Submission: Online Submission from Victor Storm (object)
https://majorprojects.accelo.com/?action=view_activity&id=228405

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

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

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

Application Number: SSI7485

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

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

We object to this application SSI7485.

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

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

What follows are both comments and questions. Many of the questions remained unanswered from the M4-5 link public consultations. The comments are observations from the EIS. The fact the proponents have not been able to answer these questions suggests the current EIS is inadequate and substantial revision before it can be considered. The questions need to be answered in the EIS.

Executive Summary

We object that this putative summary makes multiple assertions and claims that are not borne out in the actual EIS. This 'summary' is more a wish-list of claims, rather than a summative analysis of the EIS documents. The following deficits/errors are identified by page.

Page iii: We object that the Summary discusses 3 new ventilation facilities, but underplays the extension of the already built stacks with only mention of PRVF mechanical & electrical fitout at Haberfield & similarly St Peter's.

Page iv: Delivery mechanism for design & construct M4-5 differs from M4E and new M5, where the contractor had already been appointed. Prior EISs actually assessed the project contractors design proposals.

“The delivery mechanism for the design and construction of the M4-M5 Link differs from the approach adopted for the M4 East and New M5 projects. For the M4 East and New M5 projects, a design and construction contractor was appointed early and had direct input into the design development, environmental impact statement (EIS) preparation and construction planning for those projects. This meant that the EIS for the M4 East and New M5 projects assessed the construction contractor's design. For the M4-M5 Link project, design and construction contractors would be appointed to undertake the detailed design and construction planning following determination of the application for project approval, should it be approved.

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. The intent of the concept design for the project is to provide a sound and clear basis for refinement during the detailed design to a standard required to minimise impacts of the permanent infrastructure as much as possible.”

We object that the concept design will not allow proper consideration of what is proposed to occur.

Page vii: We object that the project has been declared SSI at this juncture, given the ad hoc “decision” making processes. (eg critique by the Auditor General etc)

We object to the fact that proper consideration of public transport options was not permitted in the analysis of integrated transport solutions for metropolitan Sydney

Page viii & ix: How did the community participate in selecting the preferred project?

We object that this report mis-represents that community advice session from 2012 can be interpreted that the community was involved in selection of the preferred project. The consultation sessions ignored the majority of local residents' & comments and objections.

What evidence is that there were business impact surveys conducted in Ashfield & Haberfield?

“Permanent communication channels have been established for the WestConnex program of works and the project, to seek input from stakeholders and communities and to support ongoing engagement”

We object that there is no evidence to support this assertion?

Page x: Construction Impacts

We object to the proposal that only limited on-site parking for construction workers will be provided at some construction ancillary facilities, without a proper alternative transport mechanism for workers.

We object that additional parking opportunities will be investigated only during the detailed construction & design planning, in order to provide additional parking & minimise on street parking around construction sites.

We object that City West Link & Wattle Street will suffer intersection failure due to increased Westconnex traffic

“A CTAMP will be developed prior to construction commencement as part of CEMP”. How will it be different from the M4 E experience; given the failure of CTAMP in past projects?

Page xi: Management of potential operational impacts

We object to the delayed assessment of impacts at 1 & 5 years after the project is completed

Page xii: Air Quality

We object that “Dust soiling” and effect of air borne particles on human activity & amenity is inadequately addressed.

What will be done differently for the M4-5 project, given the failure to manage these detrimental problems with both M4E & M5 projects?

Page xiii: We object to the assertion, without clear evidence that air quality will improve to the SE of PRVF post construction. Traffic in Parramatta Road to the east of the portals will be more congested than prior to the project & similarly in Dobroyd Pde.

“Modelling of the changes in air quality for elevated receptors (such as apartment buildings) showed that there would not be any substantial impact on existing buildings.”

We object to this assertion when there is clear evidence in both Chapter 11 and Appendix K that there are problems in air quality above 10 metres induced by the Westconnex exhaust stacks.

Chapter 1 Introduction

Project overview

“1-1 This chapter provides a brief overview of the M4-M5 Link (the project), including its location and key features. This chapter also describes the purpose and structure of this environmental impact statement (EIS).”

“The M4-M5 Link is part of the WestConnex program of works. Separate planning applications and assessments have been completed for each of the approved WestConnex projects. Roads and Maritime has commissioned Sydney Motorway Corporation (SMC) to deliver WestConnex, on behalf of the NSW Government. However, Roads and Maritime is the proponent for the project.”

We object to the false portrayal of these projects as integrated planned entities. The process has been one of sequential adhoc decisions that have never been articulated in a clear manner. The multiple changes are such that the original articulated intent of a link to the port & airport, is yet to be achieved.

“This means the detail of the design and construction approach presented in this EIS is indicative only based on a concept design and would be subject to detailed design and construction planning to be undertaken by the successful contractors. However, the design developed by the contractors would need to be consistent with any environmental management measures, changes identified in a Submissions and Preferred Infrastructure Report, the conditions of approval for the project and other requirements identified during the assessment of the project. Issues raised during public consultation on the EIS or in the assessment of the project by NSW Department of Planning and Environment (DP&E) would also be taken into account during the detailed design process.”

We object that this process is being deliberated in such an information vacuum. The public cannot provide informed comment, nor can the Minister deliver informed approval based on this concept design. This is an abuse of the EIS process.

1.3 Purpose of this EIS

Figure 1-3 provides a confusing directional orientation description does not reflect actual geographic orientation. The public and project team have all been confused by the convention described in this figure

Chapter 2 Assessment process.

This chapter describes the planning approval process for the m4-5 link project (the project) as well as other environmental, planning & Statutory approval requirements.

This EIS is just a concept plan. The preferred infrastructure report needs to be released for public consultation considered as part of any EIS approval mechanism.

The SSI nature of these agglomerated projects means that usual rules of governance and review do not apply. This means that any faults or errors that occur are then not addressed in the usual manner, which would give public confidence in the public administration and governance of this major set of projects. (eg failure to remedy the odour & air pollution at St Peter's)

Approval framework 2-1

I object to the inconsistency within the EIS documents, for example page 8 Figure 2-1, Assessment & Approval process differs from the same named page 4, Figure 1-2 Project Synthesis, Appendix A. This suggests that much material within the EIS has been cut and paste from prior documents & has not been checked for internal consistency.

I object that Table 2-1, 3 SEARS, assessment of key issues, the Ministry of Education was not consulted and asked to comment on the impacts of these projects. There has not been an assessment of the impact of this project on schools.

Chapter 3 Strategic context and project need

This chapter describes the strategic context of the M4-M5 Link project (the project) within the state and national planning and policy framework, explains the need and justification for the project from both regional and local perspectives, and outlines the project's objectives.

We object that this chapter fully incorporates the range of material that should be considered. It does not address some of the high level considered critique of the project and underlying assumptions.

Chapter 4 Project development and alternatives

This chapter describes the alternatives to the M4-M5 Link project (the project), as well as the options that were considered as part of the design development process. It explains how and why the project design was selected as the preferred option for assessment in this environmental impact statement (EIS). Design options and refinements for particular elements of the project are also addressed, noting that the project described and assessed in this EIS is based on a concept design that is subject to further refinement during detailed detail and construction planning, as described in Chapter 1 (Introduction). This chapter aims to:

- Provide a brief history of the development of the WestConnex program of works and the project
- Describe the strategic alternatives to achieve the project objectives that were considered
- Summarise the project evolution and design refinements for the key components of the project

- Outline the approach to the staging of the project including for construction of the mainline tunnels and Rozelle interchange, and within the overall WestConnex program of works
- Describe the options development process for permanent and temporary infrastructure, facilities and processes
- Summarise the preferred option assessed in this EIS

Consistency:

THE EIS is frequently inconsistent between chapters & appendices

Further the notion of consistency for approval purposes, is that the basis for approval with M4E & M5, has been within such broad parameters, that almost all future changes are “deemed” to be “consistent” with the project application, that these are given approval under consistency status without public scrutiny or review.

This EIS should not be approved in its current pre-design form and given this blank cheque “consistency “ approval.

Chapter 4 Options

This chapter fails on multiple fronts, but most specifically because it proposes 2 new options that do not meet the SEARS requirements for project development & construction. It also neglects to consider the previously endorsed and feasible option that would involve NO additional above ground site options in Haberfield. The failure to acknowledge the promise made to local residents to incorporate a feasible and reasonable option is a major breach of community trust and the furphy of Option A & B, is also flawed, when the project director clearly wants to have a more extensive hybrid of both options, which is not detailed in the EIS.

This section which underpins much of the EIS, is inaccurate and does not portray accurately the development of the project. We object that the alternative promised to the community at M4E consultations of no above ground construction in Haberfield/Ashfield has not even been considered in tis EIS. We know it is both a feasible & reasonable option.

Table 4-3, page 25, gives a description of active transport initiatives and improvements outside of the project scope (Parramatta Road, Greenway etc). We object that these initiatives are not integrated into the project.

Chapter 5

Project description: “This chapter describes the M4-5 link project, (the project), including the project tunnels, Interchanges and associated infra-structure and ancillary facilities. It also describes the design standards and construction activities required to deliver the project.”

We object that this just a concept design and that it has not been designed to minimise impacts on residents of Haberfield or Ashfield.

We object to the staged construction and opening of the project, and that the total construction period for both stages of the project (1:Haberfield-St Peter’s tunnel & 2 Construction of Rozelle interchange and Iron Cove link) is expected to be 5 years or more. This creates unacceptable impacts on the community p5-8)

Question: Who will have overarching control and responsibility, (contractor or RMS/TMC), timing and duration of: the ‘Minor’ physical integration works with the road surface network at Wattle St interchange including road pavement and line marking and the Upgrade of intersection at Parramatta Road and Wattle Street, to allow extra right hand turn, from Wattle St westwards?

Question: What is the grade of the connector tunnel from Wattle St ramps to the mainline tunnel? Are the Wattle St ramps one of the ‘isolated locations connecting to the road surface requiring ‘short length of steep grades up to 8%’?

We Request identification of where road surface connections where the grades are higher than 4%?

Comment: Chapter 5 describes key elements of the project, based on the concept design. And that the concept design would continue to be refined where relevant to improve the road network and safety performance, minimise impact on receivers and the environment, and in response to feedback from stake-holders.

We Object: That the EIS is an inadequate concept document.

We Request: Release of PIR with exhibition period. Also regular review of RELEVANCE of conditions of approval, with revision of conditions as required, especially in response to resident experience as the project proceeds

Table 5-3, p 5-18. Urban design objectives & proposed methodology to achieve these objectives NOTE There is an absence of any reference to the Sydney Water, Iron Cove Creek renewal program. This has been brought up with the project team on a number of occasions over the past 5 months.

P 5-19, UDLPs for M4E & M4-5

We object that the implementation & M4E & M4-5 link UDLPs & M4E Legacy Projects will be impacted by the M4-5 proposals, causing an implementation delay of 5 years or more.

There has been a failure to communicate clearly to the public the nature and extent of the project tunnelling (ie deep main line tunnelling & the graded connector tunnels figures are not clear)

Section 5.3.1

Where are the workers from the Inner West subsurface interchange going to park?

P 5-25, 5.3.3, Emergency and Breakdown facilities

Reference is made to Emergency & Breakdown facilities at Rozelle & Iron Cove Link, but does not describe how these are provided around the Haberfield & Wattle Street interchanges. If this has been detailed in the M4 E EIS, this should be referenced.

There is no analysis of how emergency vehicles would gain access to the tunnels in the event of an emergency, particularly if surface roads were congested.

P 5-40 Connections to other WCX projects

P 5-52, Whites Creek, Annandale at the Crescent

THE M4-5 link does not identify impact of the project on the Iron Cove Creek

P 5-58 UDLP & transport integration for Rozelle

There is an absence of any discussion of the UDLP implications & transport integration for Ashfield/Haberfield interchanges.

P 5-76 Table 5-7, Summary of Motorway operations complexes and ancillary infrastructure

We object that PRVF (note 3) & St Peter's facility (note 4) are not included on this table. The colocation of facilities fails to fully integrate the impact of these serial projects and relegates the true impact & extent of the project

P 5-82, 5.8.2 Ventilation System and facilities, In tunnel Air Quality, Design Criteria

These are based on the conditions of approval for the M4E & new M5, which assume free flowing traffic at 50-100 km/hr. Both Rozelle & Haberfield interchanges will involve entry/exit portals with steep grades; this will increase emissions significantly at exit and will also be associated with exit traffic congestion. The working assumptions for these portals need closer scrutiny and better evidence.

P 5-84 Table 5-8, Key components of the project's ventilation systems

There is lack of description of how the PVRF will operate and function. This compares with the slightly greater information given about the Campbell St facility. (Does the lack of M4 E information mean that the M4E Team have not provided information to the RMS to assist EIS development?)

P 5-89: Posted speeds within the tunnel

How effective will piston movement of air ventilation be, when cars are in exit portals, exiting onto Parramatta Rd, Dobroyd Parade and Wattle St/Frederick St. What will be the congestion induced Road Traffic pollution at these sites?

We object that these pollution hotspots have not been adequately modelled in the EIS.

P 5-90 5.8.3, Fire and fire safety

Cross tunnel passages every 120 m; what disabled access provisions are there for this access? What consultation and modelling has there been with emergency services in the development of evacuation procedures? There needs to be appropriate resources to enable evacuation of people with limited mobility, including disabled, frail elderly and young children (wheel chairs & other aids in tunnel)

We object that disabled support requirements are not detailed in the EIS in the event of emergencies.

P 5-91, Ventilation systems

There needs to be greater information on this design to ensure smoke ventilation is adequately developed.

P 5-92, Water supply to PVRF

Will the PVRF require additional land for its water supply pumps or is it within the current project footprint?

P 5-94, 5.8.4, Operational Management

Modification proposed for WDRS facility at Homebush.

How will coordination & integration be ensured in the event of a disaster for good governance systems and resource application. The experience to date, of the failure of RMS, JVs and utility providers to coordinate in non-emergency settings, does not instil confidence.

P 5-95, 5.8.7, Air Quality Monitoring

Cross check manual monitoring proposals mentioned are detailed in Chapter 9.

(this is a general concept that applies in all cross referencing; there needs to be verification)

P 5-98, 5.9.1 Tunnel Drainage and treatment infra-structure

Is there any drainage or water treatment plant for the M4-5 at Haberfield or St Peter's? Or are they just reliant on M4E & M5 project design. The EIS needs to be detail of the proposals for M4-5 stormwater & drainage management at both ends of the project

P 5-99, 100:

Table 5-10 details impact on White's Creek water naturalisation program; however no mention of integrating this project into the implementation of the Iron Cove Naturalisation project

P 5-100; Pavement drainage & storm water treatment

The M4E EIS did not deal with these issues; so where is the recognition of the impact of the M4-5 link on these requirements in Haberfield/Ashfield. What sediment & pollutant management controls will be there Iron Cove Creek. Page 101 does not address these issues.

P 5-101, 5.9.3: Noise Mitigation & Attenuation

This fails to address cumulative, sequential and parallel of noise impacts of multiple sites.

P 5-102, 5.10: Utility Services

What is different from the experience of the M4 E to what is proposed for M4-5. Appendix F is light on detail & the proposal should be left to the detailed design to draw up the principles of how this will work.

There are no details on power capacity requirements for Haberfield. However it is assumed that free flowing traffic conditions will apply. Cross check where is the power source PVRF, mainline tunnel and Wattle St inter-change? Appendix F. It is not documented in chapter 5

P 5-105, 5.10.2 Water

Will water tank requirements take any further space at PVRF footprint in Haberfield? This is not clear in the EIS.

P 5-105, 5.11, Table 5-12:, Indicative Property Acquisition required for the project

Haberfield and St Peter's acquisitions relegated to foot note. The impact of this project on communities is just ignored and denies what has occurred. The acquisition of shops on Parramatta Rd appears to have been ignored, alongside the Muir's multi title acquisition. This denial of impact is an insult given what Haberfield and Ashfield have been subjected to.

Chapter 6 Construction work

It is essential that construction activities are not added to, by project creep and deemed "consistent", so further scrutiny and review of such work is not "required"

"This chapter describes the proposed approach to the construction of the project. It outlines the proposed construction program, footprint, methodology, working hours, materials, equipment, traffic management, spoil haulage routes, and temporary construction and ancillary facilities. This chapter is based on methodologies developed to construct the project described in Chapter 5."

SEARS Table 6-1

The EIS states the proposal is designed to minimise impact on local residents.

We object the proposals in this EIS fail to meet requirement.

P 6-4, 6.1.1: General

The current EIS fails in a number of ways to meet its objectives, because of its failure to minimise adverse social, environmental and economic impacts, including its cumulative impacts in Haberfield/Ashfield. This is because it fails to recognise a reasonable & feasible alternative approach to the construction of the project by only proposing Options A & B in Haberfield/Ashfield. It should have considered the alternative promised option of no additional above ground construction sites.

It fails on each of the General Principles.

P 6-6,

Refers to M4 E & M5 EISs, without referring to any details.

P 6-8, 6.2: Construction Program, Table 6-2

I object that this section lacks any diagram of the preferred hybrid option for Haberfield/Ashfield

P 6-20, Table 6-3: Overview of construction activities

Note: site establishment works are to occur before substantial construction; are these identified in any of the site time line activities by quarter.

What are the depths of connector and any temporary access tunnels? The public need to know these details? **Table 6-11, p 6-24** does address some of this. This is also due to overlapping impacts of M4 E and subsequent M4-5 tunnelling. The impacts of M4 E tunnelling to date have been significant for many residents as the tunnels link to portals .

P 6-32, 6.5,

We object that the proposals are yet to be determined and would only be defined after approval has been given. We object that further ancillary facilities can be approved after the contractor is engaged. All ancillary facilities must be developed before approvals are given.

P 6-35, Table 6-5

Some developments may be undertaken as enabling works: does this mean it is being costed to other agencies, and will different management and control systems be utilised. Who will be responsible and manage these overall activities & impact.

P 6-37, 6.5, Table 6-6, Wattle Civil & Tunnel Site (C1a), Commence Q3 2019, Finish Q4 2022

This construction program talks about Wattle St Entry & Exit ramps for M4-5, discusses (p 6-37) what is practicable, reasonable & feasible to consider in the provision of acoustic barriers and devices.

We object that it could even be considered NOT reasonable to do this?? It should be mandatory at all sites to do this.

The word “reasonable” is quite subjective and should not be used in conditions of approval as it is too general & non –specific.

Q= quarter of the year ie 3months)

P 6-46, Table 6-9, Parramatta Road West Civil & Tunnel Site (C1b), Commence Q4, 2019 (nine months earlier than C1A) Finish Q2 2022 (six months earlier than C1a)

This can start earlier, hence its attractiveness to the proponents, but will inflict more suffering on residents than promised below ground options.

P 6-41, Table 6-7, Haberfield Civil & Tunnel site (C2a), Commence Q3 2019, Finish Q4, 2022

This just adds 3 activities (Below ground site set up; Establish Temp Ventilation systems for Wattle St & mainline & Tunnelling to site proposal below. The access will be the already established ventilation shafts currently being built for M4E. Spoil will stored in M4E Stub

tunnels (do they mean the M4-5 stub tunnels?) & then be removed via the M4E tunnels; there will be no above ground truck movement removal of spoil with this option.

P 6-48, Table 6-10, Haberfield civil site (PVRF) (C2b), Commence Q3 2019, Finish Q3 2022

P 6-43, 6.5.4, Table 6-8, Northcote Civil site (C3a), Commence Q4 2019, Finish Q4 2022, 13 Qs

This project would run for 3 Qs (9 months) less than C3b; so would have shorted impact on residents. It is on land already established for an ancillary site, but still does not fulfil the promised option. The other reason that this option is not preferred, is that the land could be possibly sold off for other purposes.

P 6-50, 6.5.7, Table 6-11, PRE civil site, Commence Q4 2018, Finish Q3 2022, 16Qs

Longer time frame; but can start earlier

Overall, there is no table that details the duration of time that M4-5 entry/exit ramps on Wattle St would be used in the B option. It is not easy to analyse the impact of options A & B. Main difference is that option B can commence earlier, although overall the work goes on for longer, which means the B option will have increased cumulative impact on more people

P 6-45, 6.5.5, PRW(Ashfield) civil and tunnel site (C1b)

We object that Acoustic impacts are dealt with in superficial manner. It suggests acoustic mitigation may be undertaken. It must be a requirement.

We object that the notion of roller doors as acoustic management, to “minimise noise”, does not suggest a formal approach or analysis has been considered or understood.

We object that the impact of this site on the substantial pedestrian traffic that goes to and from Haberfield PS is not addressed. Would they construct a pedestrian bridge over Parramatta Rd at Alt Street.

We object that project overlap is not clear. The community needs this to be clarified with all options. What is the overlap between the M4E & M4-5 link? EIS says a 6 month overlap, but the tables suggest a 9 month overlap at minimum with Option B. If it is the end of 2019 it would be a 15 moth overlap. When is M4E is now projected to finish?

No mention of Preferred Infra-structure report in Haberfield section. We must bring this requirement of the PIR to be made public.

P 6-52, Spoil Haulage from Darley Road, Rozelle, theCrescent through Haberfield via CWL. Pyrmont Bridge Rd will go down Parramatta Rd (Will they then enter the M4 E tunnel at Haberfield?)

6.8 Traffic Access and Management

P 6-73, Table 6-19, Indicative Road network *modifications*

We object to removal of curb side parking in Alt St & temporary closures in both Bland & Alt St. There needs to be improved road traffic management, compared to M4 E experience. We do not want access closed off at night time.

P6-78, Table 6-20, Indicative modifications to pedestrians and cyclist facilities during construction

We object that it is not identified what is different and planned for M4-5 link project, compared with the lived experience of the M4 E project.

How will the CTAMP be useful and support the needs of local residents? There needs to be improved pedestrian signage and access for people with visual impairments or mobility access issues.

Are road traffic controllers contractors, staff or sub-contractors? All road traffic controllers require skilled induction, with awareness and sensitivity about the impact of the long term project on residents. This needs to be documented properly within conditions road traffic control contracts.

P 6-83, Table 6-22, Indicative Construction vehicle numbers

P 6-84, Table 6-23, Indicative Spoil haulage routes

Is it reasonable that heavy truck movements occur out of hours. How is this consistent with the project aim to minimise impacts on residents.

We object to this vague notion. We require that all heavy truck movements cease after routine construction hours, to allow children uninterrupted sleep.

P 6-85 “Exceptional circumstances”. There needs to be an independent authorised officer who can determine if the application of exceptional circumstances can legitimately apply. However this should not be a regular and routine action.

Table 6-24, Alternative spoil haulage routes (during exceptional circumstances)

Site C1b & C9 : are proposed to go around the Taverner’s Hill loop onto Old Canterbury Road. Would Truck & Dogs make all those bends? Check with Council

P 6-86, Figure 6-26, Indicative Spoil Haulage Routes Wattle St & Haberfield civil & tunnel sites (C1a & C2a)

P 6-87, Figure 6-27, Indicative spoil haulage route, PRW civil & tunnel (C1b)

P 6-92, 6.6.6, Construction workforce parking

Option A Northcote St (C3a), 150;

Option B PRE (C3b), 140

We object to these proposals for construction worker parking.

Is it proposed that the sites in Haberfield will be used as shuttle bus stop for workers at Darley St & Pyrmont Bridge Rd. How will the former Five Dock RMS site be utilised? What is the Motor Registry site going to be used? Other options should be explored. A condition of approval must be that construction cannot commence until an approved parking management plan is completed and endorsed by IWC.

However the majority of workers are coming by car & parking in local streets. They also use construction vests & helmets in the adjacent set to make it appear that someone is sitting in the set, when in fact there is only one person.

P 6-93, 6.7, Construction Workforce Numbers & Work hours

Table 6-25, Peak construction workforce estimates, ***140 day shift & 90 night shift at C1b.!!***

These figures do not make logical sense between the 2 options; there are discrepancies.

Comment: nowhere in the EIS does it analyse the cumulative and overlapping (M4E & M4-5 link) work force & parking requirements, combined truck movements or other impacts. This needs to be addressed and is a FAILURE of this EIS.

P 6-94, Table 6-26, Construction hours

What is the nature & extent of proposed rock breaking? Is this the same as rock crushing??

Given the failure of both M4 E & M5 projects to minimise disruption on residents and the now extended and prolonged nature of these cumulative projects, there should be a curfew on all works from 10 pm. There should be no heavy truck movements after 6 pm, and if urgent out of hours work is required, then the RMS/TMC should permit road occupancy from 7pm, to be finished by 11 pm.

The EIS does not include the associated utilities work impact, with impacts on worker numbers & parking; traffic movement. This lack of integration into the EIS is a deficit on cumulative impacts of M4-5, M4E & associated utilities work.

P 6-95, Table 6-27, Construction work hours at construction ancillary facilities

P-6-96, Works outside of standard construction hours

Straw polls of residents with 2 options; how is agreement reached? How will people with a language other than English be consulted & how much notification will there be? This requires safe guards.

P 6-97, 6.8, Construction Noise Attenuation

No noise attenuation measures are spelt out for PRE civil site; extra high noise barriers; will need to be 4 -5 m high

P6-98, Table 6-28, Indicative construction plant equipment

Multiple diesel generators, which are highly polluting, are located in all sites. How would the both the noise & emissions be managed? (Woolcock Report) There has been significant failure to manage the impact of generators on residents with the M4E project.

Victor Storm E hvstorm@gmail.com

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16 October 2017

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

Application Number: SSI7485

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

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

We object to this application SSI7485.

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

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

What follows are both comments and questions. Many of the questions remained unanswered from the M4-5 link public consultations. The comments are observations from the EIS. The fact the proponents have not been able to answer these questions suggests the current EIS is inadequate and substantial revision before it can be considered. The questions need to be answered in the EIS.

Executive Summary

We object that this putative summary makes multiple assertions and claims that are not borne out in the actual EIS. This 'summary' is more a wish-list of claims, rather than a summative analysis of the EIS documents. The following deficits/errors are identified by page.

Page iii: We object that the Summary discusses 3 new ventilation facilities, but underplays the extension of the already built stacks with only mention of PRVF mechanical & electrical fitout at Haberfield & similarly St Peter's.

Page iv: Delivery mechanism for design & construct M4-5 differs from M4E and new M5, where the contractor had already been appointed. Prior EISs actually assessed the project contractors design proposals.

"The delivery mechanism for the design and construction of the M4-M5 Link differs from the approach adopted for the M4 East and New M5 projects. For the M4 East and New M5 projects, a design and construction contractor was appointed early and had direct input into the design development, environmental impact statement (EIS) preparation and construction planning for those projects. This meant that the EIS for the M4 East and New M5 projects assessed the construction contractor's design. For the M4-M5 Link project, design and construction contractors would be appointed to undertake the detailed design and construction planning following determination of the application for project approval, should it be approved.

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. The intent of the concept design for the project is to provide a sound and clear basis for refinement during the detailed design to a standard required to minimise impacts of the permanent infrastructure as much as possible."

We object that the concept design will not allow proper consideration of what is proposed to occur.

Page vii: We object that the project has been declared SSI at this juncture, given the ad hoc "decision" making processes. (eg critique by the Auditor General etc)

We object to the fact that proper consideration of public transport options was not permitted in the analysis of integrated transport solutions for metropolitan Sydney

Page viii & ix: How did the community participate in selecting the preferred project?

We object that this report mis-represents that community advice session from 2012 can be interpreted that the community was involved in selection of the preferred project. The consultation sessions ignored the majority of local residents' & comments and objections.

What evidence is that there were business impact surveys conducted in Ashfield & Haberfield?

“Permanent communication channels have been established for the WestConnex program of works and the project, to seek input from stakeholders and communities and to support ongoing engagement”

We object that there is no evidence to support this assertion?

Page x: Construction Impacts

We object to the proposal that only limited on-site parking for construction workers will be provided at some construction ancillary facilities, without a proper alternative transport mechanism for workers.

We object that additional parking opportunities will be investigated only during the detailed construction & design planning, in order to provide additional parking & minimise on street parking around construction sites.

We object that City West Link & Wattle Street will suffer intersection failure due to increased Westconnex traffic

“A CTAMP will be developed prior to construction commencement as part of CEMP”. How will it be different from the M4 E experience; given the failure of CTAMP in past projects?

Page xi: Management of potential operational impacts

We object to the delayed assessment of impacts at 1 & 5 years after the project is completed

Page xii: Air Quality

We object that “Dust soiling” and effect of air borne particles on human activity & amenity is inadequately addressed.

What will be done differently for the M4-5 project, given the failure to manage these detrimental problems with both M4E & M5 projects?

Page xiii: We object to the assertion, without clear evidence that air quality will improve to the SE of PRVF post construction. Traffic in Parramatta Road to the east of the portals will be more congested than prior to the project & similarly in Dobroyd Pde.

“Modelling of the changes in air quality for elevated receptors (such as apartment buildings) showed that there would not be any substantial impact on existing buildings.”

We object to this assertion when there is clear evidence in both Chapter 11 and Appendix K that there are problems in air quality above 10 metres induced by the Westconnex exhaust stacks.

Chapter 1 Introduction

Project overview

“1-1 This chapter provides a brief overview of the M4-M5 Link (the project), including its location and key features. This chapter also describes the purpose and structure of this environmental impact statement (EIS).”

“The M4-M5 Link is part of the WestConnex program of works. Separate planning applications and assessments have been completed for each of the approved WestConnex projects. Roads and Maritime has commissioned Sydney Motorway Corporation (SMC) to deliver WestConnex, on behalf of the NSW Government. However, Roads and Maritime is the proponent for the project.”

We object to the false portrayal of these projects as integrated planned entities. The process has been one of sequential adhoc decisions that have never been articulated in a clear manner. The multiple changes are such that the original articulated intent of a link to the port & airport, is yet to be achieved.

“This means the detail of the design and construction approach presented in this EIS is indicative only based on a concept design and would be subject to detailed design and construction planning to be undertaken by the successful contractors. However, the design developed by the contractors would need to be consistent with any environmental management measures, changes identified in a Submissions and Preferred Infrastructure Report, the conditions of approval for the project and other requirements identified during the assessment of the project. Issues raised during public consultation on the EIS or in the assessment of the project by NSW Department of Planning and Environment (DP&E) would also be taken into account during the detailed design process.”

We object that this process is being deliberated in such an information vacuum. The public cannot provide informed comment, nor can the Minister deliver informed approval based on this concept design. This is an abuse of the EIS process.

1.3 Purpose of this EIS

Figure 1-3 provides a confusing directional orientation description does not reflect actual geographic orientation. The public and project team have all been confused by the convention described in this figure

Chapter 2 Assessment process.

This chapter describes the planning approval process for the m4-5 link project (the project) as well as other environmental, planning & Statutory approval requirements.

This EIS is just a concept plan. The preferred infrastructure report needs to be released for public consultation considered as part of any EIS approval mechanism.

The SSI nature of these agglomerated projects means that usual rules of governance and review do not apply. This means that any faults or errors that occur are then not addressed in the usual manner, which would give public confidence in the public administration and governance of this major set of projects. (eg failure to remedy the odour & air pollution at St Peter's)

Approval framework 2-1

I object to the inconsistency within the EIS documents, for example page 8 Figure 2-1, Assessment & Approval process differs from the same named page 4, Figure 1-2 Project Synthesis, Appendix A. This suggests that much material within the EIS has been cut and paste from prior documents & has not been checked for internal consistency.

I object that Table 2-1, 3 SEARS, assessment of key issues, the Ministry of Education was not consulted and asked to comment on the impacts of these projects. There has not been an assessment of the impact of this project on schools.

Chapter 3 Strategic context and project need

This chapter describes the strategic context of the M4-M5 Link project (the project) within the state and national planning and policy framework, explains the need and justification for the project from both regional and local perspectives, and outlines the project's objectives.

We object that this chapter fully incorporates the range of material that should be considered. It does not address some of the high level considered critique of the project and underlying assumptions.

Chapter 4 Project development and alternatives

This chapter describes the alternatives to the M4-M5 Link project (the project), as well as the options that were considered as part of the design development process. It explains how and why the project design was selected as the preferred option for assessment in this environmental impact statement (EIS). Design options and refinements for particular elements of the project are also addressed, noting that the project described and assessed in this EIS is based on a concept design that is subject to further refinement during detailed detail and construction planning, as described in Chapter 1 (Introduction). This chapter aims to:

- Provide a brief history of the development of the WestConnex program of works and the project
- Describe the strategic alternatives to achieve the project objectives that were considered
- Summarise the project evolution and design refinements for the key components of the project

- Outline the approach to the staging of the project including for construction of the mainline tunnels and Rozelle interchange, and within the overall WestConnex program of works
- Describe the options development process for permanent and temporary infrastructure, facilities and processes
- Summarise the preferred option assessed in this EIS

Consistency:

THE EIS is frequently inconsistent between chapters & appendices

Further the notion of consistency for approval purposes, is that the basis for approval with M4E & M5, has been within such broad parameters, that almost all future changes are “deemed” to be “consistent” with the project application, that these are given approval under consistency status without public scrutiny or review.

This EIS should not be approved in its current pre-design form and given this blank cheque “consistency “ approval.

Chapter 4 Options

This chapter fails on multiple fronts, but most specifically because it proposes 2 new options that do not meet the SEARS requirements for project development & construction. It also neglects to consider the previously endorsed and feasible option that would involve NO additional above ground site options in Haberfield. The failure to acknowledge the promise made to local residents to incorporate a feasible and reasonable option is a major breach of community trust and the furphy of Option A & B, is also flawed, when the project director clearly wants to have a more extensive hybrid of both options, which is not detailed in the EIS.

This section which underpins much of the EIS, is inaccurate and does not portray accurately the development of the project. We object that the alternative promised to the community at M4E consultations of no above ground construction in Haberfield/Ashfield has not even been considered in tis EIS. We know it is both a feasible & reasonable option.

Table 4-3, page 25, gives a description of active transport initiatives and improvements outside of the project scope (Parramatta Road, Greenway etc). We object that these initiatives are not integrated into the project.

Chapter 5

Project description: “This chapter describes the M4-5 link project, (the project), including the project tunnels, Interchanges and associated infra-structure and ancillary facilities. It also describes the design standards and construction activities required to deliver the project.”

We object that this just a concept design and that it has not been designed to minimise impacts on residents of Haberfield or Ashfield.

We object to the staged construction and opening of the project, and that the total construction period for both stages of the project (1:Haberfield-St Peter’s tunnel & 2 Construction of Rozelle interchange and Iron Cove link) is expected to be 5 years or more. This creates unacceptable impacts on the community p5-8)

Question: Who will have overarching control and responsibility, (contractor or RMS/TMC), timing and duration of: the ‘Minor’ physical integration works with the road surface network at Wattle St interchange including road pavement and line marking and the Upgrade of intersection at Parramatta Road and Wattle Street, to allow extra right hand turn, from Wattle St westwards?

Question: What is the grade of the connector tunnel from Wattle St ramps to the mainline tunnel? Are the Wattle St ramps one of the ‘isolated locations connecting to the road surface requiring ‘short length of steep grades up to 8%’?

We Request identification of where road surface connections where the grades are higher than 4%?

Comment: Chapter 5 describes key elements of the project, based on the concept design. And that the concept design would continue to be refined where relevant to improve the road network and safety performance, minimise impact on receivers and the environment, and in response to feedback from stake-holders.

We Object: That the EIS is an inadequate concept document.

We Request: Release of PIR with exhibition period. Also regular review of RELEVANCE of conditions of approval, with revision of conditions as required, especially in response to resident experience as the project proceeds

Table 5-3, p 5-18. Urban design objectives & proposed methodology to achieve these objectives NOTE There is an absence of any reference to the Sydney Water, Iron Cove Creek renewal program. This has been brought up with the project team on a number of occasions over the past 5 months.

P 5-19, UDLPs for M4E & M4-5

We object that the implementation & M4E & M4-5 link UDLPs & M4E Legacy Projects will be impacted by the M4-5 proposals, causing an implementation delay of 5 years or more.

There has been a failure to communicate clearly to the public the nature and extent of the project tunnelling (ie deep main line tunnelling & the graded connector tunnels figures are not clear)

Section 5.3.1

Where are the workers from the Inner West subsurface interchange going to park?

P 5-25, 5.3.3, Emergency and Breakdown facilities

Reference is made to Emergency & Breakdown facilities at Rozelle & Iron Cove Link, but does not describe how these are provided around the Haberfield & Wattle Street interchanges. If this has been detailed in the M4 E EIS, this should be referenced.

There is no analysis of how emergency vehicles would gain access to the tunnels in the event of an emergency, particularly if surface roads were congested.

P 5-40 Connections to other WCX projects

P 5-52, Whites Creek, Annandale at the Crescent

THE M4-5 link does not identify impact of the project on the Iron Cove Creek

P 5-58 UDLP & transport integration for Rozelle

There is an absence of any discussion of the UDLP implications & transport integration for Ashfield/Haberfield interchanges.

P 5-76 Table 5-7, Summary of Motorway operations complexes and ancillary infrastructure

We object that PRVF (note 3) & St Peter's facility (note 4) are not included on this table. The colocation of facilities fails to fully integrate the impact of these serial projects and relegates the true impact & extent of the project

P 5-82, 5.8.2 Ventilation System and facilities, In tunnel Air Quality, Design Criteria

These are based on the conditions of approval for the M4E & new M5, which assume free flowing traffic at 50-100 km/hr. Both Rozelle & Haberfield interchanges will involve entry/exit portals with steep grades; this will increase emissions significantly at exit and will also be associated with exit traffic congestion. The working assumptions for these portals need closer scrutiny and better evidence.

P 5-84 Table 5-8, Key components of the project's ventilation systems

There is lack of description of how the PVRF will operate and function. This compares with the slightly greater information given about the Campbell St facility. (Does the lack of M4 E information mean that the M4E Team have not provided information to the RMS to assist EIS development?)

P 5-89: Posted speeds within the tunnel

How effective will piston movement of air ventilation be, when cars are in exit portals, exiting onto Parramatta Rd, Dobroyd Parade and Wattle St/Frederick St. What will be the congestion induced Road Traffic pollution at these sites?

We object that these pollution hotspots have not been adequately modelled in the EIS.

P 5-90 5.8.3, Fire and fire safety

Cross tunnel passages every 120 m; what disabled access provisions are there for this access? What consultation and modelling has there been with emergency services in the development of evacuation procedures? There needs to be appropriate resources to enable evacuation of people with limited mobility, including disabled, frail elderly and young children (wheel chairs & other aids in tunnel)

We object that disabled support requirements are not detailed in the EIS in the event of emergencies.

P 5-91, Ventilation systems

There needs to be greater information on this design to ensure smoke ventilation is adequately developed.

P 5-92, Water supply to PVRF

Will the PVRF require additional land for its water supply pumps or is it within the current project footprint?

P 5-94, 5.8.4, Operational Management

Modification proposed for WDRS facility at Homebush.

How will coordination & integration be ensured in the event of a disaster for good governance systems and resource application. The experience to date, of the failure of RMS, JVs and utility providers to coordinate in non-emergency settings, does not instil confidence.

P 5-95, 5.8.7, Air Quality Monitoring

Cross check manual monitoring proposals mentioned are detailed in Chapter 9.

(this is a general concept that applies in all cross referencing; there needs to be verification)

P 5-98, 5.9.1 Tunnel Drainage and treatment infra-structure

Is there any drainage or water treatment plant for the M4-5 at Haberfield or St Peter's? Or are they just reliant on M4E & M5 project design. The EIS needs to be detail of the proposals for M4-5 stormwater & drainage management at both ends of the project

P 5-99, 100:

Table 5-10 details impact on White's Creek water naturalisation program; however no mention of integrating this project into the implementation of the Iron Cove Naturalisation project

P 5-100; Pavement drainage & storm water treatment

The M4E EIS did not deal with these issues; so where is the recognition of the impact of the M4-5 link on these requirements in Haberfield/Ashfield. What sediment & pollutant management controls will be there Iron Cove Creek. Page 101 does not address these issues.

P 5-101, 5.9.3: Noise Mitigation & Attenuation

This fails to address cumulative, sequential and parallel of noise impacts of multiple sites.

P 5-102, 5.10: Utility Services

What is different from the experience of the M4 E to what is proposed for M4-5. Appendix F is light on detail & the proposal should be left to the detailed design to draw up the principles of how this will work.

There are no details on power capacity requirements for Haberfield. However it is assumed that free flowing traffic conditions will apply. Cross check where is the power source PVRF, mainline tunnel and Wattle St inter-change? Appendix F. It is not documented in chapter 5

P 5-105, 5.10.2 Water

Will water tank requirements take any further space at PVRF footprint in Haberfield? This is not clear in the EIS.

P 5-105, 5.11, Table 5-12:, Indicative Property Acquisition required for the project

Haberfield and St Peter's acquisitions relegated to foot note. The impact of this project on communities is just ignored and denies what has occurred. The acquisition of shops on Parramatta Rd appears to have been ignored, alongside the Muir's multi title acquisition. This denial of impact is an insult given what Haberfield and Ashfield have been subjected to.

Chapter 6 Construction work

It is essential that construction activities are not added to, by project creep and deemed "consistent", so further scrutiny and review of such work is not "required"

"This chapter describes the proposed approach to the construction of the project. It outlines the proposed construction program, footprint, methodology, working hours, materials, equipment, traffic management, spoil haulage routes, and temporary construction and ancillary facilities. This chapter is based on methodologies developed to construct the project described in Chapter 5."

SEARS Table 6-1

The EIS states the proposal is designed to minimise impact on local residents.

We object the proposals in this EIS fail to meet requirement.

P 6-4, 6.1.1: General

The current EIS fails in a number of ways to meet its objectives, because of its failure to minimise adverse social, environmental and economic impacts, including its cumulative impacts in Haberfield/Ashfield. This is because it fails to recognise a reasonable & feasible alternative approach to the construction of the project by only proposing Options A & B in Haberfield/Ashfield. It should have considered the alternative promised option of no additional above ground construction sites.

It fails on each of the General Principles.

P 6-6,

Refers to M4 E & M5 EISs, without referring to any details.

P 6-8, 6.2: Construction Program, Table 6-2

I object that this section lacks any diagram of the preferred hybrid option for Haberfield/Ashfield

P 6-20, Table 6-3: Overview of construction activities

Note: site establishment works are to occur before substantial construction; are these identified in any of the site time line activities by quarter.

What are the depths of connector and any temporary access tunnels? The public need to know these details? **Table 6-11, p 6-24** does address some of this. This is also due to overlapping impacts of M4 E and subsequent M4-5 tunnelling. The impacts of M4 E tunnelling to date have been significant for many residents as the tunnels link to portals .

P 6-32, 6.5,

We object that the proposals are yet to be determined and would only be defined after approval has been given. We object that further ancillary facilities can be approved after the contractor is engaged. All ancillary facilities must be developed before approvals are given.

P 6-35, Table 6-5

Some developments may be undertaken as enabling works: does this mean it is being costed to other agencies, and will different management and control systems be utilised. Who will be responsible and manage these overall activities & impact.

P 6-37, 6.5, Table 6-6, Wattle Civil & Tunnel Site (C1a), Commence Q3 2019, Finish Q4 2022

This construction program talks about Wattle St Entry & Exit ramps for M4-5, discusses (p 6-37) what is practicable, reasonable & feasible to consider in the provision of acoustic barriers and devices.

We object that it could even be considered NOT reasonable to do this?? It should be mandatory at all sites to do this.

The word “reasonable” is quite subjective and should not be used in conditions of approval as it is too general & non –specific.

Q= quarter of the year ie 3months)

P 6-46, Table 6-9, Parramatta Road West Civil & Tunnel Site (C1b), Commence Q4, 2019 (nine months earlier than C1A) Finish Q2 2022 (six months earlier than C1a)

This can start earlier, hence its attractiveness to the proponents, but will inflict more suffering on residents than promised below ground options.

P 6-41, Table 6-7, Haberfield Civil & Tunnel site (C2a), Commence Q3 2019, Finish Q4, 2022

This just adds 3 activities (Below ground site set up; Establish Temp Ventilation systems for Wattle St & mainline & Tunnelling to site proposal below. The access will be the already established ventilation shafts currently being built for M4E. Spoil will stored in M4E Stub

tunnels (do they mean the M4-5 stub tunnels?) & then be removed via the M4E tunnels; there will be no above ground truck movement removal of spoil with this option.

P 6-48, Table 6-10, Haberfield civil site (PVRF) (C2b), Commence Q3 2019, Finish Q3 2022

P 6-43, 6.5.4, Table 6-8, Northcote Civil site (C3a), Commence Q4 2019, Finish Q4 2022, 13 Qs

This project would run for 3 Qs (9 months) less than C3b; so would have shorted impact on residents. It is on land already established for an ancillary site, but still does not fulfil the promised option. The other reason that this option is not preferred, is that the land could be possibly sold off for other purposes.

P 6-50, 6.5.7, Table 6-11, PRE civil site, Commence Q4 2018, Finish Q3 2022, 16Qs

Longer time frame; but can start earlier

Overall, there is no table that details the duration of time that M4-5 entry/exit ramps on Wattle St would be used in the B option. It is not easy to analyse the impact of options A & B. Main difference is that option B can commence earlier, although overall the work goes on for longer, which means the B option will have increased cumulative impact on more people

P 6-45, 6.5.5, PRW(Ashfield) civil and tunnel site (C1b)

We object that Acoustic impacts are dealt with in superficial manner. It suggests acoustic mitigation may be undertaken. It must be a requirement.

We object that the notion of roller doors as acoustic management, to “minimise noise”, does not suggest a formal approach or analysis has been considered or understood.

We object that the impact of this site on the substantial pedestrian traffic that goes to and from Haberfield PS is not addressed. Would they construct a pedestrian bridge over Parramatta Rd at Alt Street.

We object that project overlap is not clear. The community needs this to be clarified with all options. What is the overlap between the M4E & M4-5 link? EIS says a 6 month overlap, but the tables suggest a 9 month overlap at minimum with Option B. If it is the end of 2019 it would be a 15 moth overlap. When is M4E is now projected to finish?

No mention of Preferred Infra-structure report in Haberfield section. We must bring this requirement of the PIR to be made public.

P 6-52, Spoil Haulage from Darley Road, Rozelle, theCrescent through Haberfield via CWL. Pyrmont Bridge Rd will go down Parramatta Rd (Will they then enter the M4 E tunnel at Haberfield?)

6.8 Traffic Access and Management

P 6-73, Table 6-19, Indicative Road network *modifications*

We object to removal of curb side parking in Alt St & temporary closures in both Bland & Alt St. There needs to be improved road traffic management, compared to M4 E experience. We do not want access closed off at night time.

P6-78, Table 6-20, Indicative modifications to pedestrians and cyclist facilities during construction

We object that it is not identified what is different and planned for M4-5 link project, compared with the lived experience of the M4 E project.

How will the CTAMP be useful and support the needs of local residents? There needs to be improved pedestrian signage and access for people with visual impairments or mobility access issues.

Are road traffic controllers contractors, staff or sub-contractors? All road traffic controllers require skilled induction, with awareness and sensitivity about the impact of the long term project on residents. This needs to be documented properly within conditions road traffic control contracts.

P 6-83, Table 6-22, Indicative Construction vehicle numbers

P 6-84, Table 6-23, Indicative Spoil haulage routes

Is it reasonable that heavy truck movements occur out of hours. How is this consistent with the project aim to minimise impacts on residents.

We object to this vague notion. We require that all heavy truck movements cease after routine construction hours, to allow children uninterrupted sleep.

P 6-85 “Exceptional circumstances”. There needs to be an independent authorised officer who can determine if the application of exceptional circumstances can legitimately apply. However this should not be a regular and routine action.

Table 6-24, Alternative spoil haulage routes (during exceptional circumstances)

Site C1b & C9 : are proposed to go around the Taverner’s Hill loop onto Old Canterbury Road. Would Truck & Dogs make all those bends? Check with Council

P 6-86, Figure 6-26, Indicative Spoil Haulage Routes Wattle St & Haberfield civil & tunnel sites (C1a & C2a)

P 6-87, Figure 6-27, Indicative spoil haulage route, PRW civil & tunnel (C1b)

P 6-92, 6.6.6, Construction workforce parking

Option A Northcote St (C3a), 150;

Option B PRE (C3b), 140

We object to these proposals for construction worker parking.

Is it proposed that the sites in Haberfield will be used as shuttle bus stop for workers at Darley St & Pyrmont Bridge Rd. How will the former Five Dock RMS site be utilised? What is the Motor Registry site going to be used? Other options should be explored. A condition of approval must be that construction cannot commence until an approved parking management plan is completed and endorsed by IWC.

However the majority of workers are coming by car & parking in local streets. They also use construction vests & helmets in the adjacent set to make it appear that someone is sitting in the set, when in fact there is only one person.

P 6-93, 6.7, Construction Workforce Numbers & Work hours

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These figures do not make logical sense between the 2 options; there are discrepancies.

Comment: nowhere in the EIS does it analyse the cumulative and overlapping (M4E & M4-5 link) work force & parking requirements, combined truck movements or other impacts. This needs to be addressed and is a FAILURE of this EIS.

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What is the nature & extent of proposed rock breaking? Is this the same as rock crushing??

Given the failure of both M4 E & M5 projects to minimise disruption on residents and the now extended and prolonged nature of these cumulative projects, there should be a curfew on all works from 10 pm. There should be no heavy truck movements after 6 pm, and if urgent out of hours work is required, then the RMS/TMC should permit road occupancy from 7pm, to be finished by 11 pm.

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16 October 2017

Attention Director

Application Number: SSI 7485

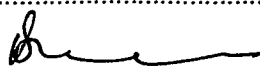
Infrastructure Projects, Planning
Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name:
WestConnex M4-M5 Link

Name:

VICTOR STORM

Signature:



hustorm@gmail.com

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

POSTAL

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

Address:

PO Box 741 WESTON NSW 2042

Residential

Suburb:

Haberfield NSW Postcode 2045

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

- The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed. All possible mitigation should be included as a condition of approval.

The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. *The lived experience to date, of those subjected to the M4E, are that sound mitigation measures are inadequate and poorly regulated. M4E link proposes no improvement.*
- 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.
- 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. *Also the proposal to not have truck movements 24 hours/day, but only in work hours or Darley Rd should not apply to all sites. People need proper rest and 24 hour truck movements near roads.*
- Removal of vegetation - Leichhardt. The EIS states that all vegetation will be removed on the Darley Road site. There are several mature trees located on the north of the site. None of these trees should be removed as they provide precious greenery. They also act as a visual and noise screen for residents from the City West Link traffic. All efforts should be taken to retain the trees and the EIS should not simply permit these trees to be removed without proper investigations being undertaken as to how they can be retained. If they are removed following a proper investigation and consideration of all options, then the approval needs to specify that all streets are replaced with mature, native trees at the conclusion of the construction at the site

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

Name _____ Email _____ Mobile _____

I 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: UIGOR STERN

Signature:  E.hvstern@gmail.com

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.

Post: PO Box 741 Rosendale

Address: NESTON 2042 HABERFIELD Postcode: 2045

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- ❖ 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.
- ❖ The Department of Planning should make no approvals at this stage. The preferred intra-branch report should be released for public consultation and advice, to enable the public to be informed of the actual proposals, not the current concepts. Then an informed public can provide advice to enable a more informed opinion and set of approval conditions.

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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:

VICTOR STARM

Signature:



E.hustorm@gmail.com

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

Postal

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

Address:

PO BOX 748

Rosedale

Suburb:

NESTON

Postcode

HABERFIELD

2045

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

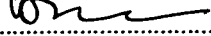
- I am concerned that the AECOM, the company responsible for the EIS, always approves knocking down heritage buildings if the project requires it. It doesn't how much value it holds for the community, it must always be destroyed.
- The impacts on The Crescent and Annandale are massive and were not sufficiently revealed in the Concept Design to enable residents to give feedback on the negative impacts on communities and businesses in the area.
- *The cumulative impacts of the successive projects (M4E + M4-M5 Link) on local residents of Haberfield/Ashfield are not adequately analysed nor assessed.*
- 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.
- 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."
- *HABERFIELD, with 3 local schools will have 2 unfiltered stack + 6 entry + exit portals, plus very congested local roads will also suffer similar ill effects.*
- 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. *Also the proposed 40% per annum toll price increase until 2040 represents profiteering and also deferring costs onto future generations. It seems it is like building a road on hire purchase!*
- 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.

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Name _____ Email _____ Mobile _____

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

Name: VICTOR STORM

Signature:  E.hstorm@gmail.com

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.

Post: P.O. Box 741

Address: Redbank

Suburb: NESTON

HUNTERFIELD Postcode: 2045

Submission to:

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

Attn: Director - Transport Assessments

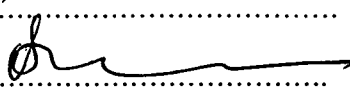
Application Number: SSI 7485

Application Name:
WestConnex M4-M5 Link

- ◇ The 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 project rationale and options of the best investment for improving traffic and transport in Sydney were never properly assessed & analysed. A gross deficiency when so much public*
- ◇ 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. *is bag spot*
- ◇ No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)
- ◇ 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. *Truck movements in Katerfeld + Ashfield should not operate 24/7. There should be a noise + no point curtain, with no heavy truck movements after 11 pm, until 6 am.*
- ◇ 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. *Also other areas should not be subjected to increased, diverted truck movements, & shift the problem elsewhere*
- ◇ 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. *(See first point).*

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Name _____ Email _____ Mobile _____

Submission from:	Submission to:
Name: <u>VICTOR STORM</u>	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature: 	Attn: Director – Transport Assessments
Please include my personal information when publishing this submission to your website Declaration: I HAVE NOT made any reportable political donations in the last 2 years.	Application Number: SSI 7485 Application
Postal Address: <u>PO Box 741</u> <u>Rosemead</u>	Application Name: WestConnex M4-M5 Link
Suburb: <u>NESTON</u> <u>204</u> <u>HAGELFIELD</u> <u>2045</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 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.
- Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects ?
- 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.
- 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 EIS acknowledges that extra construction traffic will add to travel times across the Inner West and have a negative impact on businesses in the area. No compensation is suggested. These impacts are not been taken into account of evaluating the cost of WestCONnex.
- It is a traffic inducing project. This impact has not been properly assessed.
- 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 decade long impact on the lives of local residents has not been costed into the adverse impacts. It represents a serious deficiency in estimating the real cost of this project.

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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: VICTOR STERN

Signature:  E.hustart@gmail.com

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: PO Box 744 Parramatta

Suburb: NESTON 204 HABERFIELD Postcode 2045

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5
Link

- The TfNSW website says "The Sydney Metro West project is Sydney's next big railway infrastructure investment" but the Cumulative Impact assessment by AECOM (App C) does not include West Metro. A business case for West Metro should be completed before determination of the Project. *How will proposed tunnels be impacted*
- 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.
- Emissions were not modelled beyond 2033. This is an omission, as the contractual life of the project is significantly longer, until 2060. The EIS states, on page 22-15 that 'it is expected that savings in emissions from improved road performance would reduce over time as traffic volumes increase'. Therefore, the longer-term outcome of the project is likely to be an increase in GHG emissions. *Also the proposed increase in traffic. Total impact has not been assessed: only select parts within the motorway.*
- Bridge Road School - Pyrmont Bridge Road site - The EIS states that 'construction activities are predicted to impact' this School. However, the only mitigation proposed is to consult with the School 'to identify sensitive receivers of the school along with periods of examination'. (Table 5-120) The EIS should not be approved on the

basis that it does not propose any measures to reduce the impacts to this School. The EIS simply states that 'where practicable' work should be scheduled to avoid major student examination period when students are studying for examinations such as the Higher School Certificate. This is inadequate and students will be studying every day in preparation for examinations and this proposal will impact on their ability to be provided with an education. Consultation is not considered an adequate response and detailed mitigation should be provided which will reduce the impacts to students to an acceptable level.

- Improving connectivity with public transport, including trains, light rail and bus services in the inner west would make the Parramatta Road corridor a more attractive place to live, work and socialise. *These plans need to be part of the EIS*
- Increased traffic on local roads will decrease residential amenity and decrease the potential for new higher density housing. This will affect numerous streets, with particularly major impacts on The Crescent, Minogue Crescent, Ross, Mount Vernon, Catherine, Ross and Arundel streets in Glebe; and Euston Road, McEvoy, Botany, Wyndham, Bourke and Lachlan Streets in the Green Square area. In the redevelopment areas, land adjoining these streets may suffer a loss of development potential, a loss of value and will bear the additional costs of designing for noisy environments.
- *To reduce rat running, all local streets should have a 30 km/hr speed limit*

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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: VICTOR STORM

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: PO Box 741 Parramatta

Suburb: WESTON 2045 Haberfeld Postcode: 2045

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485


Application Name: WestConnex M4-M5 Link

- ❖ 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 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.
- ❖ 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. *Similarly proposals for extended truck movements in Haberfeld (Ashford NCA - 6 + 7) need to be only during business hours. All work must cease at 11pm to allow rest.*
- ❖ 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 Haberfeld 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.
- ❖ Targets for renewable energy and carbon offsets are not aligned with NSW government policy. (Table 22-8)
- ❖ 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.

The cumulative impacts of 2 proposed M4Ecor, M4-M5 Link to all ancillary utility work is not analyzed properly. The experience of residents subjected to the M4Ecor project has shown mitigation has not been adequate. The current EIS does not show how this will improve.

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>VICTOR STEEN</u> Signature: <u></u> <u>E has form@gral.com</u> 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. Postal Address: <u>PO Box 7441</u> <u>Leichhardt</u> <u>HA NEWTON</u> <u>2042</u> <u>HABERFIELD</u> <u>2045</u> Suburb: <u>HA NEWTON</u> <u>2042</u> Postcode: <u>2045</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 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

- 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.
- 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.
- 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.
- I am concerned that the EIS provides no reasons why the City of Sydney's alternative plan might not be preferable to the proposed WestConnex. In fact many alternatives have been either ignored or inadequately considered.
- 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 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 lead 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. There must be a night time curfew for all work after 11 pm. This project is running over a decade, so if upsets are prolonged. Residents must be able to expect breaks from work to enable rest and recreation. The curfew should match the curfew curfew.

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Name _____ Email _____ Mobile _____

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

Name: NICOL STERN
 Signature: [Signature] E huston@gmail.com

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.

Postal Address: PO BOX 741 Residence
 Suburb: NEWTOWN 2042 HABERFELD Postcode: 2045

Submission to:

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

Attn: Director - Transport
 Assessments

Application Number: SSI 7485

Application Name:
 WestConnex M4-M5 Link

- The 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.
- Impacts not provided – Permanent water treatment plant and substation – The EIS states that there will be an office, worker parking and buildings to accommodate this facility on a permanent basis. It does not provide any detail as to – noise impacts, numbers of workers on site, any health risks associated with the facility. This is simply inadequate and the decision to locate this facility should be subject to a thorough assessment and approval process. It should not be approved as part of this EIS as there is simply no detail provided about the impact of this facility on the amenity of the area.
- 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.
- ➡ Traffic induction reduces air quality, impacting on cardiovascular & respiratory health.
- The site should be returned to the community as compensation for the imposition of this construction site in our neighbourhood for a 5 year period. If the substation and water treatment plant is moved to the north of the site, then the lower half of the site (which is the most accessible end) could be converted into open space with mature trees planted. As this site is immediately adjacent to the bay run, bicycle parking and other facilities that support active transport could be included. This would result in increase the green space for residents and result in a pleasant green environment for pedestrians, rather than a fenced facility.
- 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.

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, 9 Oct 2017 07:59:08 +0000
To: [REDACTED]
Subject: FW: Submission Details for Skye Reekie (object)

From: system@accelo.com On Behalf Of Skye Reekie
Sent: Monday, 9 October 2017 6:58:59 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Skye Reekie (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Skye Reekie

[REDACTED]

[REDACTED]

Rozelle , NSW
2039

Content:
 To whom it may concern,

We do not want the unfiltered WestConnex Iron Cove stack on Terry Street, only 100 meters from Rozelle Public School and close to our home.

My husband has severe asthma and we worry how this extra pollution may affect his health and the health of others. It's also concerning how it may affect the health of our kids.

Move it to another location where it has less impact on our community.

[REDACTED]

Submission: Online Submission from Skye Reekie (object)
https://majorprojects.accelo.com/?action=view_activity&id=226533

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, 9 Oct 2017 11:27:30 +0000
To: [REDACTED]
Subject: FW: Submission Details for [REDACTED] (object)
Attachments: 226595_SSYP Commer17100907490_0018_2017Oct09_2153.pdf

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 9:54:01 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for [REDACTED] (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]
Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:
see attached

IP Address: [REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.acelo.com/?action=view_activity&id=226595

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

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

<https://westconnexactiongroup.gov.au/makeyoursubmission-to-the-westconnex-m4-m5-eis/Submission-to-WestConnex-New-M4M5/>

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

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

Ventilation: Air pollution

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

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

Air pollution, noise and vibration during construction

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

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

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

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

Soil pollution in construction

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

Safety and traffic management during construction and operation

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

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

Other major concerns I have include:

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

Yours Sincerely,

Signature:

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

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

Name:

Address:

Email:

From: [REDACTED]
Sent: Mon, 9 Oct 2017 00:07:45 +0000
To: [REDACTED]
Subject: FW: Submission Details for Craig Chapman of Lawyal Solicitors (object)

From: system@accelo.com On Behalf Of Craig Chapman
Sent: Monday, 9 October 2017 10:57:59 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Craig Chapman of Lawyal Solicitors (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Craig Chapman
 [REDACTED]
 [REDACTED]

Rozelle, NSW
 2039

Content:

My wife and I live right behind the Church and Childcare Centre as well as Rozelle Public School in Rozelle. We have lived in Rozelle for 7 years. Our three sons attend Rozelle Public School. It is a beautiful family community. It currently has clean air and minimal noise pollution and traffic.

Our youngest boy, Farley, will attend next year the Rozelle Public School pre-school which is situated right next to where it is proposed a large pollution vent will be built. My eldest two (6 years old and 8 years old) will be in year 1 and year 3. The basketball court they currently play on is situated right next to where you propose to pump pollution from cars driving in tunnels underground, into the air, for my boys to breath.

As a person who lives in the Leichhardt Council community and has dealt extensively with Leichhardt Council in relation to our own DA, it is a Council that protects not only the heritage of the area but respects its residents right to clean air and lack of noise pollution. I am therefore confident that it cannot be possible that an adult's right to drive faster and quicker underground to a location by car, will ever be prioritised over the health and safety of our children and community.

Particularly so where the purpose is to link the M4 and M5, which are already linked by the M7, A6 and A3. The Rozelle and Iron Cove interchanges are not to meet the project objective of linking M4 East and New M5 (Part 3.3 of EIS) and I strongly believe they should not be included in the overall Project. Existing motorways (Cross City Tunnel and Eastern Distributor) would provide suitable road capacity to avoid the city centre.


As mentioned, to the West there are also the M7, A6 and A3 connections. Has there been modelling provided of whether (with appropriate upgrades) these existing roads might provide far more cost effective and time efficient connections between the two motorways, particularly given their alignments

would service multiple demand corridors at the same time?

I am also concerned about the way this is happening. EIS should not be permitted 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.

As community members, we do not have decision making power to stop the proposal - but we do have voices and the Government and Council represents us. Please ensure the right decision is made and stop the proposed construction and pollution vents near our school.

Please respond to our submissions, as it is causing great anxiety in our community. I personally look forward to a reading about Leichhardt Council's strong objection to the proposal, it being pulled for consideration and to you restoring my faith in what I know to be true... that the health and safety of our children and communities will ALWAYS be put before convenience and money! Always!


Submission: Online Submission from Craig Chapman of Lawyal Solicitors (object)

https://majorprojects.accelo.com/?action=view_activity&id=226422

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 01:37:30 +0000
To: [REDACTED]
Subject: FW: Submission Details for Craig Chapman (object)

From: system@acelo.com On Behalf Of Craig Chapman
Sent: Tuesday, 10 October 2017 12:36:56 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Craig Chapman (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Craig Chapman
[REDACTED]

[REDACTED]
 ROZELLE, NSW
 2039

Content:

I am writing to make a submission on the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed.

The wrong traffic modelling approach has been used:

- * All traffic modelling is wrong, the question is: by how much? And what are the implications of the error?
- * Incorrect traffic modelling has led to overoptimistic traffic predictions which resulted in low toll revenue from of the Cross City Tunnel, Lane Cove Tunnel and Brisconnex in Brisbane, resulting in eventual bankruptcy.
- * The traffic modelling process used to develop the Project is fundamentally flawed because:
 - Traffic projections are likely to be significantly different to the actual traffic on the street network
 - Traffic volumes projected in the model are in numerous instances well above the physical capacity of the road network.
- * There is no statement on the level of accuracy and reliability of the traffic modelling process. This is a major shortcoming and is contrary to the Secretary's Environmental Assessments Requirements.
- * Westconnex traffic modelling relies on implausible traffic volumes that exceed the capacity of the road links and intersections at several key locations.

Key Inputs to the modelling process are unpublished or incorrect

- * The accuracy of the model outputs can only be as good as the accuracy of the inputs. Projections of key

inputs relating to population and employment become very unreliable beyond 10 or 15 years. In addition to this, the transport sector is facing a potentially significant disruption from connected, automated vehicles that may have a significant impact on traffic growth. This has not been considered or modelled.

* SMC is using an unpublished Value of Travel Time in the Westconnex traffic modelling. If the Value of Travel Time adopted is incorrect, then all outputs will be incorrect.

* The induced demand of 0.3% is too low based on historical experience in Sydney.

- The benefits counted from reduced traffic volumes on roads such as the existing M5 and the Eastern Distributor are unlikely to be realized due to real levels of induced demand.

* The 2023 'cumulative' modelling scenario includes the Sydney Gateway and the western harbour tunnel but neither of these projects are currently committed and it is highly unlikely they will be completed by this date. This raises the question of why did the proponent adopt such a misleading position and how does it affect the impacts stated?

* SMC refuses to release the traffic model and detailed analysis for independent unpaid peer review and scenario analysis.

I look forward to your response to my objection,
Craig Chapman

Submission: Online Submission from Craig Chapman (object)

https://majorprojects.accelo.com/?action=view_activity&id=226656

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 01:59:35 +0000
To: [REDACTED]
Subject: FW: Submission Details for Craig Chapman of Lawyal Solicitors (object)

From: system@acelo.com On Behalf Of Craig Chapman
Sent: Tuesday, 10 October 2017 12:53:58 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Craig Chapman of Lawyal Solicitors (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Craig Chapman

[REDACTED]
 [REDACTED]
 Rozelle, NSW
 2039

Content:
 Reference: Westconnex M4-M5 Submission / Objection

I am writing to make a submission based on the proposed M4-M5 Rozelle interchange with reference in particular to parking and pedestrian safety in streets near Rozelle Public School and also King Georges Park (KGP) which is used for school sporting activities:

The safety of children using the sporting fields at King Georges Park (KGP) is paramount. The use of heavy plant equipment and construction vehicles in and around this area will cause a danger to children travelling to use the fields for their sports activities.

Formalising parking & bio-retention facility at KGP will take away parking spaces. Where does the excess traffic park on the weekend? (Conversation at the Inner West Council presentation suggested that Council will consider bringing in resident's parking permits to combat this potential problem - will this lead to parking meters in our streets).

Will the bio-retention facility at KGP to be a permanent fixture? Will it be filtered? If not how is this bio-hazard going to be mitigated?

Callan, Springside, McLeer are all shared zones to become major access roads to the park during construction this will create a safety issue?

I look forward to your response to my submission,
 Craig Chapman

[REDACTED]

Submission: Online Submission from Craig Chapman of Lawyal Solicitors (object)
https://majorprojects.accelo.com/?action=view_activity&id=226664

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

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

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details
Attachments: 226565_SSYP Commer17100907490_0007_2017Oct09_2132.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Monday, 9 October 2017 9:33:07 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:
see attached

IP Address: [REDACTED]
Submission: Online Submission from [REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=226565

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

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

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

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

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

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

Ventilation: Air pollution

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

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

Air pollution, noise and vibration during construction

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

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

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

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

Soil pollution in construction

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

Safety and traffic management during construction and operation

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

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

Other major concerns I have include:

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

Yours Sincerely,

Signature: 

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

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

Name: 

Address: 

Email: 

From: [REDACTED]
Sent: Mon, 9 Oct 2017 19:47:15 +0000
To: [REDACTED]
Subject: FW: Submission Details for Paul Nolan (object)

From: system@accelo.com On Behalf Of Paul Nolan
Sent: Tuesday, 10 October 2017 6:47:03 AM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Paul Nolan (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Paul Nolan
[REDACTED]
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:

I live in Rozelle near the Iron Cove bridge and see that there is a potential major interchange close and possible smoke stacks in Balmain. I do not want additional traffic or additional noise and air pollution close to where I live. Also the traffic is too congested already - I struggle in the mornings already as the tidal flow into the city allows only 2 lanes of traffic out of the city. Yesterday there was a small breakdown and the traffic grinded to a halt and it took 20 minutes to get past Drummoyne. I do not want any additional traffic or pollution in this area. We are too congested here already and do not want any additional traffic nearby.

[REDACTED]
Submission: Online Submission from Paul Nolan (object)
https://majorprojects.accelo.com/?action=view_activity&id=226615

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, 9 Oct 2017 21:33:21 +0000
To: [REDACTED]
Subject: FW: Submission Details for Jane Sanchez of Haberfield Primary School (object)

From: system@acelo.com On Behalf Of Jane Sanchez
Sent: Tuesday, 10 October 2017 8:33:09 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Jane Sanchez of Haberfield Primary School (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jane Sanchez
 [REDACTED]
 [REDACTED]

Ashfield, NSW
 2131

Content:

I am a parent of a Year 1 child attending Haberfield Public School with a second child who we planned to send to Haberfield Public School in 2019.

My husband, neighbours in our block of flats, surrounding units and I strongly object to the proposed combination of construction facilities at Haberfield/Ashfield referred to as 'Option B' in the Environmental Impact Statement for the WestConnex M4-M5 Link for the following reasons:

It is unhealthy and not in the public interest for a construction site for Australia's most significant road project to be located approximately 200m from a large primary school where more than 600 students are moving to and from the school every weekday.

We already cross Parramatta Road at this point 4 times a day on weekdays to drop our son to and from school and we have noticed a significant decline in air quality, increase of dust and cement particles in the air. It is also much noisier with heavy vehicles passing regularly and drilling on site.

The new site on Parramatta Road 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. Our younger son suffers from respiratory conditions and we have had one trip in an ambulance since work commenced with a respiratory condition.

I have already contacted state ministers and our local representative regarding the dangers crossing from the Ashfield side of Bland Street to get to Haberfield Public School. Waiting at the pedestrian lights on this corner is unsafe. Large trucks from the building site head west on Parramatta Road and are just moving from 2 lanes into 3 lanes on the near blind left hand turn into Bland Street. There was recently an accident at this intersection with a car mounting the footpath within 10 minutes of school time. It was just

fortunate students and carers were not standing at the intersection.

The light vehicle and heavy vehicle traffic associated with Option B will create real and significant safety risks for school children and their parents in travelling to and from the school during school drop-off and pick-up times.

Already traffic has increased significantly on Bland and Alt Streets, however temporary closures of one lane of Alt Street and Bland Street to establish construction vehicle access is unacceptable from a traffic impact and safety perspective given these streets are the main southern access routes to and from the school as well as for local community accessing opposite sides of Parramatta Road.

The proposed heavy vehicle ingress point to the Parramatta Road West site is located approximately 10m from the intersection of Bland Street and Parramatta Road which is used by a large number of students and parents in their commute to and from the school. Already paths have been blocked by traffic signals and traffic regularly banks right back to Julia Street, making it unsafe and unhealthy for pedestrians taking this route to school.

The construction site layouts and access arrangements are conceptual only, with the final design still to be confirmed. This uncertainty creates significant anxiety for the local community as the precise impacts of the proposal are not clear, have not been properly assessed and as with much of the work, the future process does not allow for genuine community input.

The above impacts are noted in the EIS as being 'temporary' however are not short in duration and are predicted to last for approximately five years - for hundreds of children, this means their entire primary school years will be impacted by the WestConnex works.

Option A, being the alternative combination of construction facilities presented in the EIS, would utilise existing construction areas which are located away from sensitive uses including schools and day care centres and presents a far safer option with materially less impacts.

Furthermore, although community consultation has been available few people think any attendance will make any difference due to the style of communication adopted at these sessions. Those leading the sessions talk at attendees, with no promise to improve air quality except that 'the tunnels will have more cameras to detect polluting vehicles.' There has also been insufficient distribution of notices about information sessions and the EIS submission period occurring over the school holiday period.

I most definitely 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. It is in the NSW government's interest to insure the health of the people in this area is considered and air quality is improved. Spending billions of dollars on this project, it must afford to filter the stack and provide an improvement to air quality. We are putting up with significant decrease in air quality at present with all works and it is in everyone's interest to improve air quality and community space when Westconnex project is finally complete.

Submission: Online Submission from Jane Sanchez of Haberfield Primary School (object)
https://majorprojects.accelo.com/?action=view_activity&id=226619

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, 9 Oct 2017 22:21:36 +0000
To: [REDACTED]
Subject: FW: Submission Details for David Murray (object)
Attachments: 226622_OBJECTION TO WESTCONNEX M4_2FM5 LINK EIS_2017Oct10_0920.pdf

From: system@acelo.com On Behalf Of David Murray
Sent: Tuesday, 10 October 2017 9:21:11 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for David Murray (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: David Murray
[REDACTED]

[REDACTED]

Sydney, NSW
2039

Content:

OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

We have deep concerns about the proposed development and urge the state government to refuse the application.

NSW Planning must realise the impacts on residents which are not adequately addressed in the EIS. NSW Planning should reject this EIS and recommend an independent review of WestConnex.

Our major concerns are traffic (including road safety), noise and air quality.

Having travelled in cities with efficient rail and bus systems we strongly feel NSW is going down the wrong path. The huge resource going into the Westconnex proposal should be invested in sustainable and environmentally friendlier solutions.

There is considerable evidence that the traffic figures relied upon in the EIS are not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic.

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

We are deeply concerned about unfiltered stacks in our community. In Rozelle there will be an unprecedented concentration of stacks adjacent to a densely populated suburb. We will have to put up with the exhaust from the tunnels and the additional car emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen. I cannot understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks. The vision of Sydney as a clean, green city will be damaged considerably.

We 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.

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.

We urge the Secretary of NSW Planning to advise the Minister to reject this EIS. In addition, it should provide a written response to each of the objections we have raised.

David Murray and Janelle Grady
11 Callan St
Rozelle 2039

Submission: Online Submission from David Murray (object)

https://majorprojects.accelo.com/?action=view_activity&id=226622

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

OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

We have deep concerns about the proposed development and urge the state government to refuse the application.

NSW Planning must realise the impacts on residents which are not adequately addressed in the EIS. NSW Planning should reject this EIS and recommend an independent review of WestConnex.

Our major concerns are traffic (including road safety), noise and air quality.

Having travelled in cities with efficient rail and bus systems we strongly feel NSW is going down the wrong path. The huge resource going into the Westconnex proposal should be invested in sustainable and environmentally friendlier solutions.

There is considerable evidence that the traffic figures relied upon in the EIS are not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic.

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

We are deeply concerned about unfiltered stacks in our community. In Rozelle there will be an unprecedented concentration of stacks adjacent to a densely populated suburb. We will have to put up with the exhaust from the tunnels and the additional car emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen. I cannot understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks. The vision of Sydney as a clean, green city will be damaged considerably.

We 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.

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.

We urge the Secretary of NSW Planning to advise the Minister to reject this EIS. In addition, it should provide a written response to each of the objections we have raised.

David Murray and Janelle Grady
11 Callan St
Rozelle 2039

From: [REDACTED]
Sent: Mon, 9 Oct 2017 23:21:32 +0000
To: [REDACTED]
Subject: FW: Submission Details for Vanessa Hollins of Vanessa Hollins (object)

From: system@accelo.com On Behalf Of Vanessa Hollins
Sent: Tuesday, 10 October 2017 10:17:03 AM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Vanessa Hollins of Vanessa Hollins (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Vanessa Hollins
[REDACTED]
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:
Terry Street Unfiltered Iron Cove stack
Please move it - it's too close to residents and a public school .
There is already enough noise and pollution in Terry Street from Victoria Road.

[REDACTED]
Submission: Online Submission from Vanessa Hollins of Vanessa Hollins (object)
https://majorprojects.accelo.com/?action=view_activity&id=226626

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, 9 Oct 2017 23:33:19 +0000
To: [REDACTED]
Subject: FW: Submission Details for Alexandra Owens (object)

From: system@accelo.com On Behalf Of Alexandra Owens
Sent: Tuesday, 10 October 2017 10:32:59 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Alexandra Owens (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Alexandra Owens
[REDACTED]

[REDACTED]

Rozelle, NSW
2039

Content:

I live in Rozelle and recently gave birth to my first child, a girl. My partner and I plan to send her to Rozelle Public School, of which we have heard so many great things. We are deeply concerned, however, about the proposed unfiltered WestConnex Iron Cove stack on Terry Street, which would be only 100m from the school. Our baby girl will spend 7 years of her young life at the school, playing in the yard every day. We understand there is an option not to put the stack in that location, and we implore you not to do so. We are willing to put up with some inconveniences during the construction of the link, but we do not want our child, or any others, to have to breathe in the air from the stack every day at school. We urge you to move the stack to another location, where it is not within such close proximity to a school.

Submission: Online Submission from Alexandra Owens (object)
https://majorprojects.accelo.com/?action=view_activity&id=226628

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

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 00:51:43 +0000
To: [REDACTED]
Subject: FW: Submission Details for Elly Jenkins (object)

From: system@accelo.com On Behalf Of Elly Jenkins
Sent: Tuesday, 10 October 2017 11:50:59 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Elly Jenkins (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Elly Jenkins
[REDACTED]

[REDACTED]

Rozelle, NSW
2039

Content:

I object to the Westconnex because I am a young person who has lived in this area my whole life and I love living here. Our home is going to be directly impacted with this stage. I have to travel to work everyday by car because we don't have decent public transport. The Rozelle goods yard should be retained and used for parkland, cycle way and a corridor for public transport. The government should not be building more roads this is regressive policy. The area has already alot of air pollution and putting 3 giant stacks near our house could affect my mothers asthma and the health of the other residents in the area. There are many reasons to object to this. Residents already affected have revealed damaged houses, sleepless nights, constant vibrations. Haberfield looks ugly and scarred. This government should try and have better, more imaginative, alternative ideas for our transport system. You should listen to younger people they are ones who are going to have to live with this in the future.

[REDACTED]
 Submission: Online Submission from Elly Jenkins (object)
https://majorprojects.accelo.com/?action=view_activity&id=226639

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

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

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

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Tuesday, 10 October 2017 11:53:00 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I reside at [REDACTED] [REDACTED] which two houses down from the current Liquorland site being earmarked for a large 12 metre high building to house (MOC4) as per the EIS.

I have met with Peter Jones and other Westconnex representatives to express my genuine concerns of the impact of the Iron Cove link on both the quality of life and also the potential detrimental value on mine and my neighbours properties. In this respect, there are currently two houses up for sale in Springside Street to try and avoid the impact of the Iron Cove link.

Myself and my brother who resides at 3 Springside Street, Rozelle only recently built our house.

Although none of our neighbours objected to our development plans Leichhardt Council rejected our submission outright. We had to then spend thousands of dollars in additional cost to have submitted to the Land and Environment Court.

Leichhardt objected on grounds of "Bulk and Scale" and not in keeping with the "Street Scape" and I would like to use the same argument in reference to the proposed buildings on the existing Liquorland site.

The "Bulk and Scale" was largely a result of the shadow my house and our next door neighbours house would have created on adjoining properties. As per appendix M, diagrams 22-28 the diagrams show a substantial shadow being cast over our house along with our next door neighbours house which is totally unacceptable.

In the end although we gained approval via the Land and Environment Court our design was significantly compromised and we had to reduce the "bulk and scale" and street scape appeal to get final approval. We trust that the same applies to the proposed Iron Cove Link and buildings.

As can be observed along Victoria Road, buildings are essential "Low Rise" and are in keeping with the "Street Scape" of Rozelle and Balmain. A point of reference is the continual rejection by Council and Government of high rise residential towers as proposed for the Balmain Leagues Site.

A combination of a 20 metre Smoke Stack (in the middle of Victoria Road) together with a significant 10-12 metre high MOC could not be seen as in line with the Street Scape" and as such I would like to voice my opposition to the proposal in its current format.

I am of the understanding that other technological solutions are available which could circumvent the requirement of both the smoke stack and adjoining buildings and request that although these solutions may have a capital impact that the Government incur the additional cost to appease the local residents.

I am not against progress and am not objecting just for the sake of it and we comprehend the potential benefits of reducing traffic on Victoria Road, however we would like to express our deep concerns on the proposal in its present format, specifically the "Smoke Stack and "Adjoining buildings".

I ask also that I am kept informed and am an integral part of the final solution.

Kind Regards

[REDACTED]

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=226641

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

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 01:04:19 +0000
To: [REDACTED]
Subject: FW: Submission Details for Liam Minett (object)

From: system@accelo.com On Behalf Of Liam Minett
Sent: Tuesday, 10 October 2017 12:04:04 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Liam Minett (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Liam Minett
 [REDACTED]
 [REDACTED]

Balmain, NSW
 2041

Content:

We reside at 12 terry St Balmain, which is in close proximity to a Liquorland site being earmarked for a large 12 metre high building to house (MOC4) as per the EIS.

As can be observed along Victoria Road, buildings are essential "Low Rise" and are in keeping with the "Street Scape" of Rozelle and Balmain. A point of reference is the continual rejection by Council and Government of high rise residential towers as proposed for the Balmain Leagues Site.

A combination of a 20 metre Smoke Stack (in the middle of Victoria Road) together with a significant 10-12 metre high MOC could not be seen as in line with the Street Scape" and as such we would like to voice our opposition to the proposal in its current format.

We believe that other technological solutions are available which could circumvent the requirement of both the smoke stack and adjoining buildings and request that although these solutions may have a capital impact that the Government incur the additional cost to appease the local residents.

We are not against progress, we are not objecting just for the sake of it and we comprehend the potential benefits of reducing traffic on Victoria Road, however we would like to express our deep concerns on the proposal in its present format, specifically the "Smoke Stack and "Adjoining buildings".

Regards
 Liam Minett

Submission: Online Submission from Liam Minett (object)
https://majorprojects.accelo.com/?action=view_activity&id=226643

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

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 01:11:07 +0000
To: [REDACTED]
Subject: FW: Submission Details for Patricia O'Brien (object)

From: system@accelo.com On Behalf Of Patricia O'Brien
Sent: Tuesday, 10 October 2017 12:09:58 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Patricia O'Brien (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Patricia O'Brien

[REDACTED]

Rozelle, NSW
2039

Content:
 Stage 3 of West Connex (Rozelle to Iron Cove Bridge):

1. Stage 3 makes no sense - traffic will exit at the start of the Iron Cove Bridge. The bridge will be no wider, Victoria Road in Drummoyne will be no wider so that the congestion bottleneck will be even worse.
2. The impact on the Balmain Peninsular during works will be horrendous.
 - The environmental impact on local residents, schools and day care facilities, medical facilities, shops and services will be appalling, with noise and pollution during the work.
 - There are only two or three right turns from the Peninsular into Victoria Road and public transport will be badly affected.
3. The unfiltered exhaust stack will not only look appalling but will contaminate the area, particularly so close to Rozelle Public School.

Submission: Online Submission from Patricia O'Brien (object)
https://majorprojects.accelo.com/?action=view_activity&id=226645

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

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

From: [REDACTED]
Sent: Thu, 12 Oct 2017 03:48:00 +0000
To: [REDACTED]
Subject: FW: Submission Details for Patricia O'Brien (object)

From: system@accelo.com On Behalf Of Patricia O'Brien
Sent: Thursday, 12 October 2017 2:47:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Patricia O'Brien (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Patricia O'Brien

[REDACTED]
 [REDACTED]
 Rozelle, NSW
 2039

Content:
 West Connex Stage 3

In addition to my recent objection,
 - it seems from the latest proposed designs that there will be no way for residents on the Penninsular to access the proposed tunnel locally
 - there will be no way to cross Victoria road near Terry Street to board a bus without walking up to Darling Street/Victoria Road junction (and vice versa)

The whole of Stage 3 is a nonsense - exorbitantly expensive, disruptive and will cause major bottlenecks at exit at Iron Cove Bridge.

-

[REDACTED]
 Submission: Online Submission from Patricia O'Brien (object)
https://majorprojects.accelo.com/?action=view_activity&id=227224

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

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 01:13:12 +0000
To: [REDACTED]
Subject: FW: Submission Details for Michael Jenkins (object)

From: system@accelo.com On Behalf Of Michael Jenkins
Sent: Tuesday, 10 October 2017 12:11:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Michael Jenkins (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Michael Jenkins
[REDACTED]

[REDACTED]

Rozelle, NSW
2039

Content:

I object to Westconnex for many reasons. The traffic in our area is very bad now and I think it will only get worse. The air pollution will increase. The amount of money to be spent on this project should be used for something worthwhile, such as schools, hospitals and public transport. I live directly opposite the site of the Rozelle goods yard and I am very worried about the impact that noise, vibrations, dust and traffic that will directly affect my family and I. You only have to drive through Haberfield and see the devastation that has been done to that area. There should be no above ground portal in the Rozelle interchange as this will affect the residents nearby and the park that is proposed. The park seems to be shrinking since the initial proposal and taken up by the tunnel operations and the stacks and the ventilation facility. These should all be underground. The people of Sydney pay some of the highest tolls in the world. Why do we pay taxes if we just have to keep paying as we go? Don't sell everything off infrastructure belongs to the people not large corporations.

[REDACTED]
 Submission: Online Submission from Michael Jenkins (object)
https://majorprojects.accelo.com/?action=view_activity&id=226647

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

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 01:29:21 +0000
To: [REDACTED]
Subject: FW: Submission Details for Deborah Sharp (object)
Attachments: 226649_Westconnex M4-5Link 10 October_2017Oct10_1228.pdf

From: system@accelo.com On Behalf Of Deborah Sharp
Sent: Tuesday, 10 October 2017 12:29:04 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Deborah Sharp (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Deborah Sharp
[REDACTED]
[REDACTED]
[REDACTED]

Leichhardt, NSW
2040

Content:
I object to the construction of the M4-M5 WestConnex Link - see my attached submission

[REDACTED]
Submission: Online Submission from Deborah Sharp (object)
https://majorprojects.accelo.com/?action=view_activity&id=226649

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

The Hon. Anthony Roberts
Minister for Planning
GPO Box 5341
Sydney NSW 2001

deborah_sharp03@yahoo.com.au

Dear Minister

I would like to make the following submission in response to the Environmental Impact Statement for the M4-M5 WestConnex Link.

I am very concerned about a number of aspects and am writing to raise my strong objections in regard to:

The proposed dive site /construction zone planned for Darley Road Leichhardt. This is already an extremely busy and congested road and the traffic queues run down Darley road past the intersection with William Street at every peak hour now. The impact of the construction zone will make this area dangerously congested. There will be destruction of this area as parking for construction workers is cleared which will add further confusion and noise, disruption and dust for the local community.

There will be increased traffic down Flood Street/ and up William Street as traffic seeks to escape Darley Road. Traffic and bus use (it is not a bus route) have increased markedly – the intersection of William and Flood is not wide enough for buses and large trucks and we have already had a bus shear off the mirror of the car parked outside in Flood Street. Changing a quiet residential street into a dangerous 'rat run'.

I am also appalled at the destruction of the Haberfield suburb and understand that the EIS states that construction will now extend beyond 2022. This is an unacceptable burden for this community.

I oppose the installation of unfiltered exhaust stacks – depositing increased emissions and leading to poorer air quality. We already have noise pollution and air pollution from the air traffic overhead.

The cumulative impact of the M4-M5 West Connex Link is an unacceptable level of destruction, increased traffic and air pollution on what has always been a residential and safe area ie Leichhardt and Haberfield.

I also understand that you will sign off the Preferred Infrastructure Report before we residents will have the opportunity to be consulted. There is already too much uncertainty and confusion about the planning and expenditure for this huge project. Consultation on the PIR must happen before final sign off.

I urge you to reconsider the M4-M5 WestConnex Link and spend the allocated funds on public transport

Yours sincerely

Deborah Sharp
10 October 2017

The Hon. Anthony Roberts
Minister for Planning
GPO Box 5341
Sydney NSW 2001

16 OCT 2017

deborah_sharp03@yahoo.com.au

Dear Minister

I would like to make the following submission in response to the Environmental Impact Statement for the M4-M5 WestConnex Link.

I am very concerned about a number of aspects and am writing to raise my strong objections in regard to:

The proposed dive site /construction zone planned for Darley Road Leichhardt. This is already an extremely busy and congested road and the traffic queues run down Darley road past the intersection with William Street at every peak hour now. The impact of the construction zone will make this area dangerously congested. There will be destruction of this area as parking for construction workers is cleared which will add further confusion and noise, disruption and dust for the local community.

There will be increased traffic down Flood Street/ and up William Street as traffic seeks to escape Darley Road. Traffic and bus use (it is not a bus route) have increased markedly – the intersection of William and Flood is not wide enough for buses and large trucks and we have already had a bus shear off the mirror of the car parked outside in Flood Street. Changing a quiet residential street into a dangerous 'rat run'.

I am also appalled at the destruction of the Haberfield suburb and understand that the EIS states that construction will now extend beyond 2022. This is an unacceptable burden for this community.

I oppose the installation of unfiltered exhaust stacks – depositing increased emissions and leading to poorer air quality. We already have noise pollution and air pollution from the air traffic overhead.

The cumulative impact of the M4-M5 West Connex Link is an unacceptable level of destruction, increased traffic and air pollution on what has always been a residential and safe area ie Leichhardt and Haberfield.

I also understand that you will sign off the Preferred Infrastructure Report before we residents will have the opportunity to be consulted. There is already too much uncertainty and confusion about the planning and expenditure for this huge project. Consultation on the PIR must happen before final sign off.

I urge you to reconsider the M4-M5 WestConnex Link and spend the allocated funds on public transport

Yours sincerely


Deborah Sharp
10 October 2017

From: [REDACTED]
Sent: Tue, 10 Oct 2017 01:41:41 +0000
To: [REDACTED]
Subject: FW: Submission Details for Brian Gorman (object)

From: system@accelo.com On Behalf Of Brian Gorman
Sent: Tuesday, 10 October 2017 12:40:58 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Brian Gorman (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Brian Gorman
[REDACTED]
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:
I strongly object to the EIS and have attached the grounds for my objection below.

[REDACTED]
Submission: Online Submission from Brian Gorman (object)
https://majorprojects.accelo.com/?action=view_activity&id=226658

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: Brian Gorman <campaigns@good.do>
Sent: Tuesday, 10 October 2017 12:17 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, Brian Gorman 28 Callan St, Rozelle NSW 2039, Australia

This email was sent by Brian Gorman 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 Brian provided an email address (bg1961@optusnet.com.au) which we included in the REPLY-TO field.

Please reply to Brian Gorman at bg1961@optusnet.com.au.

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

From: [REDACTED]
Sent: Sun, 15 Oct 2017 11:43:46 +0000
To: [REDACTED]
Subject: FW: Submission Details for Brian Gorman (object)
Attachments: 227826_EIS submission BG001_2017Oct15_2241.pdf

From: system@accelo.com On Behalf Of Brian Gorman
Sent: Sunday, 15 October 2017 10:43:08 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Brian Gorman (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Brian Gorman
[REDACTED]
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:

I would like to add the attached to my previous submission as this has additional detail that should be considered.

[REDACTED]
Submission: Online Submission from Brian Gorman (object)
https://majorprojects.accelo.com/?action=view_activity&id=227826

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

Brian Gorman
28 Callan Street, Rozelle
NSW, 2039

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

15 October, 2017

Attention: Director – Transport Assessments

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

My family has lived in Rozelle for over 18 years at our home at 28 Callan Street. I also own a house at 9 Park Street where my Mother has lived for over 10 years. Rozelle represents the best of Australian communities: people care and support each other and are passionate about protecting the unique qualities of a vibrant village. The proposal identified in the EIS threatens the very fabric of our community and puts the health and safety of thousands of people at risk.

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.

Therefore I am writing to express my objection to the proposed Westconnex M4-M5 Link in the EIS for the following reasons and call on the Minister of Planning not to approve it.

1. The proposed changes at the top of Callan Street where it meets Victoria road creates a safety issue as the westbound traffic on Victoria Road will be in a 60kmh zone and will enter into Callan Street, which is a 10kmh zone. The EIS does not address how cars will be able to make this extreme change in speed as they enter Callan Street. The proposal will not provide a safe condition for drivers on Victoria Road as they approach Callan Street or pedestrians who walk on Callan Street. In addition, Callan Street is a shared zone with cars parked partially on the foot path. This creates limited area for pedestrians to walk and further exacerbates the safety issue mentioned above, putting pedestrians at risk of being hit by drivers entering into Callan Street at high speed. This is totally unacceptable.

2. The proposed substation and ventilation facility at the corner of Callan Street and Victoria road have not been adequately described in the EIS. There is no detail regarding the decibel level of noise emanating from the substation or the ventilation facility, which is likely to exceed allowable levels for a residential area. This is unacceptable and must be addressed.

3. The EIS 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. This clearly identifies a major flaw in the design where massive amounts of traffic will be emptied onto the Iron Cove Bridge, which is already above capacity. The resulting bottleneck will back up traffic well within the tunnels and add to the intensity of pollution spewing out of the proposed unfiltered exhaust stacks, especially the one proposed for Victoria Road between Springside and Callan Streets.

The link to the Iron Cove Bridge is neither viable, nor necessary in achieving the objectives of this flawed project and should be scrapped.

4. Should this project proceed and prior to any construction, thorough dilapidation reports must be carried out on all houses and buildings in the Rozelle area by independent dilapidation engineers and paid for by the State Government. Ongoing vibration monitoring must be carried out during construction project period and beyond. The proposal will cause significant vibrations during the construction period and likely will cause damage to my house and other dwellings and buildings in Rozelle. Compensation for damage caused and rectification and repairs to my property is to be guaranteed. I would like guarantees that future traffic usage of the tunnels will not cause vibration and noise; and if so I should be adequately compensated.

5. 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 fails to deliver on its objectives. 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 behaviour is called 'peak spreading'..." This is a categorical admission of failure of this complete project.

6. 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.

7. 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.

8. 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.

9. 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.

10. 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 lead 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.

11. Many homes around the Iron Cove Link, 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.

12. 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.

13. The Rozelle Rail Yards site is the location of 3 Unfiltered Pollution Stacks. There is a fourth unfiltered stack between Callan and Springside Streets on Victoria Rd. 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. 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. Paul Torzillo, Head of Respiratory medicine at Royal Prince Albert Hospital has stated that heart disease will skyrocket due to air pollution caused by Westconnex bringing more cars into the Inner West.

14. 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.

15. 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.

16. 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.

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

18. 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 totally inappropriate and demonstrates that those who have put these plans together are not in touch with reality! At a time when major World cities are doing all they can to address the dire problems of pollution this is an appalling suggestion.

19. 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.

20. 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.

21. 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.

In summary my key Issues are:

I am completely opposed to the Stage 3 WestConnex M4-M5 proposal.

I completely oppose the Iron Cove Tunnel Link below Rozelle.

I completely oppose the unfiltered exhaust stacks each side of Rozelle.

I completely oppose the Rozelle interchange and the tunnels below my houses.

I completely oppose the destruction of our suburbs; particularly Rozelle.

I demand an independently prepared detailed professional dilapidation report be carried out on my houses prior to any construction progressing.

I demand compensation should my houses be damaged by this proposal.

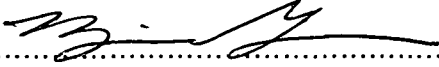
I demand the State government compensate me for the loss of value of my properties, stress and anxiety caused by this proposal, inconvenience and disruption my family's lives, noise, vibration, 24 hour construction activity and loss of wellbeing and quality of our lives.

I implore the minister to refuse consent for the Stage 3 WestConnex M4-M5 proposals.

Sincerely,



Brian Gorman

Submission from: Name: <u>BRIAN GORMAN</u> Signature: <u></u> Please include / exclude (circle) my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. Address: <u>28 CALLAN STREET</u> Suburb: <u>ROZELLE NSW</u> Postcode: <u>2039</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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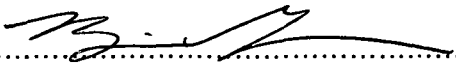
I submit my objection to the WestConnex M4-M5 Link as contained in the EIS application # SSI 7485, for the following reasons, **and ask that the Minister reject the application and require preparation of a genuine, not indicative, EIS**

- ◆ 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.
- ◆ 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 3-4 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.
- ◆ 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 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.

Submission from: Name: <u>BRIAN GORMAN</u> Signature: <u>[Signature]</u> Please include / exclude (circle) my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. Address: <u>28 CALLAN STREET</u> Suburb: <u>ROZELLE, NSW</u> Postcode: <u>2039</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 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 states that these will occur near the Darley Road site. There is no detail provided, nor is there a process by which residents can influence such decisions. The Inner West Council documents state that Darley Road is not built to normal road requirements and safety standards, as it was established as an access road for the former goods line. Two fatalities have occurred near the site location, with many accidents. The Council has been trying to make Darley Road a safer route for many years. Elwick Street North for example was partially closed as a result of a fatality. The approval conditions need to make it clear that all road closures need to be made in consultation with residents affected and that the safety issues are adequately addressed. No arterial traffic from Darley Road should be allowed to be diverted onto narrow local roads.
- ♦ The EIS states that Darley Road is a contaminated site, and likely has asbestos. The proposal is that 'treated' water will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons. There is no detail of the ongoing Motorway maintenance activities during operation provided in the EIS. The community therefore cannot comment on the impact that this ongoing facility will have on the locality. This component of the EIS should not be approved as this information is not provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.
- ♦ The 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 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.

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

Local roads - prohibited truck movements – Leichhardt:

01. All of the streets abutting Darley Road identified as NCA 13 (James Street to Falls Street) should have a strict prohibition on any truck movements and worker contractor parking. These homes are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. The EIS needs to prohibit outright truck movements (including parking) and worker parking on all of these streets.

Unacceptable construction noise impacts – Leichhardt:

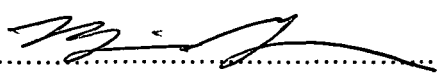
02. The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive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

No mention of aircraft noise – Leichhardt:

03. The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

Risk of accidents – Leichhardt:

04. 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.

Submission from:	Submission to:
Name: <u>BRIAN GORMAN</u>	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature: 	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
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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**

Trucks on local streets – Leichhardt:

- a) The EIS permits trucks to access local roads in exceptional circumstances which includes queuing at the site. Given the constraints of the Darley Road site queuing will be the usual situation. The EIS needs to be amended to remove queuing as an exceptional circumstance. The truck movements should properly managed by the contractor so that there is no queuing. This exception will make it easier for contractors to neglect their obligation to monitor and manage truck movements in and out of the site and needs to be removed. The EIS needs to specifically mention all local streets abutting Darley Road and expressly prohibited truck movements (including parking) on these streets. This should include all streets from the north (James St) to the south (Falls Road), which are near the project footprint.

Acquisition of Dan Murphys site – Leichhardt:


- b) The Darley Road site should be rejected because it involves acquiring Dan Murphy's. This business was rem=novated and opened with full knowledge that it was to be acquired. The lessee and sub-lessees should not be permitted compensation in these circumstances. The demolition of the entire building (which the EIS confirms will occur) is wasteful and represents mismanagement of public resources.

Truck routes – Leichhardt:

- c) 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:

- d) 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.

Submission from: Name:..... <u>BRIAN GORMAN</u> Signature:.....  Please <u>include / exclude (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. Address: <u>28 CALLAN STREET</u> Suburb: <u>ROZELLE</u> <u>NSW</u> Postcode <u>2039</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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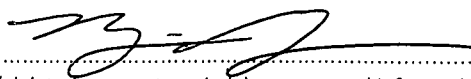
I submit my objection to the WestConnex M4-M5 Link as contained in the EIS application # SSI 7485, for the following reasons, **and ask that the Minister reject the application and require preparation of a genuine, not indicative, EIS**

- ◇ The EIS states that 'reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site.' 96-52) This is not good enough. The EIS does not contain any detail whatsoever of these proposal on which they can comment. In addition, there is no requirement that measures will in fact be introduced to address noise impacts. The approval conditions need to contain detail of specific noise mitigation measures that are mandated and can be enforced.
- ◇ The EIS does not require an acoustic shed and states that 'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels.' (6-51) The EIS needs to mandate that these measures are in place. Where mentioned, the acoustic shed that is considered offers the lower grade noise protection. This is despite the fact that 36 'sensitive receivers' are identified in the EIS, who will have extreme noise disturbance through much of the 5-year construction period. In addition, the acoustic shed covers only the spoil and spoil handling area and not the tunnel entrances and exits. The highest level of noise protection, which is only suggested in the EIS, needs to be mandated in the EIS. In addition, the shed needs to cover both the entrance and exit to the site and not simply the spoil handling areas. The independent engineer's report (commissioned by the Inner West council) states that it is likely, because of the elevated position of the site, that it is likely an acoustic shed will not contain the noise to an acceptable level. In addition, a temporary access tunnel will be built from the top of the site and run directly under homes in James Street. These homes will be unacceptably impacted by the construction noise and truck movements without these additional measures.
- ◇ 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.

Submission from:	Submission to:
Name:..... BRIAN GORMAN	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature:..... 	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: 28 CALLAN STREET	Application Name: WestConnex M4-M5 Link
Suburb: ROZELLE NSW Postcode: 203A	

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 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.
- 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.
- 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. There is no detail as to how this will be managed other than covering the spoil under an acoustic shed (of low grade). It is likely the Dan Murphys building has asbestos which creates additional risk during the demolition process.
- 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.

<p>Attention Director Application Number: SSI 7485 Application</p> <p><i>Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001</i></p> <p>Application Name: WestConnex M4-M5 Link</p>	<p>Name: BRIAN GORMAN</p> <p>Signature: </p> <p>Please include / delete (cross out or circle) my personal information when publishing this submission to your website. I <u>HAVE NOT</u> made reportable political donations in the last 2 years.</p> <p>Address: 28 CAULAN ST</p> <p>Suburb: ROZELLE Postcode 2039</p>
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I object to the WestConnex M4-M5 Link proposals for the following reasons:

- ✎ SMC have made it all but impossible for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. Monday and Wednesday: 10am to 7pm. Tuesday: 10am to 6pm. Thursday and Friday: 10am to 5pm. Saturday and Sunday: 11am to 4pm. This restricted access does NOT constitute open and fair community engagement.
- ✎ Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware and Enmore Roads and through the streets of Erskineville and Alexandria.
- ✎ The EIS at 12-57 describes potentially serious problems where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs. Why is SMC proposing tunnelling within metres of these critical services when no accurate surveying has been done? And when there is only limited information available about the strength of these water tunnels? The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- ✎ Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects?
- ✎ There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.
- ✎ I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
- ✎ EIS 6.1 (Synthesis, Page 45) describes the Process for addressing project uncertainties. "The EIS is based on the concept design developed for the project. As such, it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in Chapter 1, construction contractors (for each stage of the project) would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval". The EIS should not be approved till the bulk of these 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment.
- ✎ I object to the publication of this EIS only 14 days after the final date for submission of comments on the concept design. At the time this EIS was approved for publication, there had been no public response to the public submissions on the design. It was not possible that the community's feedback was considered let alone assessed before the EIS model was finalised. The rushed process exposes the fundamental lack of integrity in the feedback process and treats the community with contempt.
- ✎ Stage 3 is the most complex and expensive stage of WestConnex, yet there are no detailed construction plans. It is not enough to say there will be mitigation if negative impacts unfold. An EIS should assess risks and be able to predict whether they are worth risking and if so, what mitigation should be necessary.
- ✎ The assessment and solution to potentially serious problems described in the EIS at 12-57 (where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs) is "based on assumptions about the strength and stiffness of the water tunnels given that limited information about the design and condition of these assets was available. Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water assets. A detailed assessment would be carried out in consultation with Sydney Water to demonstrate that construction of the M4-M5 Link tunnels would have negligible adverse settlement or vibration impacts on these tunnels. A settlement monitoring program would also be implemented during construction to validate or reassess the predictions should it be required." The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.

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: BRYAN GORMAN

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: 28 CALLAN ST

Suburb: ROZELLE 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

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

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Name _____ Email _____ Mobile _____

Name _____ Email _____ Mobile _____

Brian Gorman

bg1961@optusnet.com.au

28 Callan St

Rozelle NSW 2039 Australia

Your view on the application: I object to it

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

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

Global experience of major toll roads demonstrates that these projects are enormously expensive and counter-productive. WestConnex will increase air pollution and global warming and encourage more car use, quickly filling the increased road capacity. It is not a sustainable solution to Sydney's congestion problem. The negative impacts on the health and well-being of local community's both in the construction and operation phases are unacceptable.

The fact that the State Government released this EIS just 2 weeks after submissions closed for comment on the M4-M5 Link Concept Design, undermines community confidence that this is a genuine consultation process.

The impending sale of over 51% of WestConnex means that the government will transfer the whole of WestConnex and the construction of M4-M5 Link project completely into the hands of a private company which will not give adequate protections to the community.

In particular I object to the M4-M5 Link because:

- 1) it will induce more traffic into the Inner West with increases in congestion on already highly congested major roads and increased congestion on local roads as commuters avoid the expensive tolls.
- 2) it will increase the negative health impacts by increasing toxic fine particle pollution especially in the vicinity of the unfiltered ventilation stacks which are located near schools and homes.
- 3) it will destroy the Rozelle to Balmain rail corridor thus removing the option for a rail link to the Balmain peninsula and the White Bay precinct.
- 4) it will impose significant and unsustainable tolls on western Sydney communities who will not have adequate public transport alternatives.
- 5) it will lead to the imposition of more clearways on high streets in the inner west which will destroy businesses and community amenity.
- 6) it will potentially damage significant aboriginal and non aboriginal heritage in the inner west.

Extra comments

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,

Brian Gorman

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: <u>BRIAN GORMAN</u>	
	Signature: <u>[Signature]</u>	
	<i>Please include / delete (cross out or circle) my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.</i>	
	Address: <u>28 CALLAN ST.</u>	
	Suburb: <u>ROZELLE</u>	Postcode <u>2039</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

- ✚ 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 I would like to make :

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

Name _____ Email _____ Mobile _____

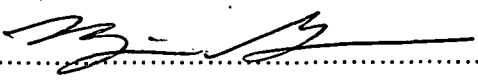
Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>BRIAN GORMAN</u> Signature: <u>[Signature]</u>
Attention: Director – Transport Assessments	Please <u>include / delete (cross out or circle)</u> my personal information when publishing this 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>28 CALLAN STREET</u> Suburb: <u>ROZELLE NSW</u> Postcode <u>2039</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

- 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).

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:..... BRIAN GORMAN	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature:..... 	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: 28 CALLAN STREET	Application Name: WestConnex M4-M5 Link
Suburb: ROZELLE, NSW Postcode: 2039	

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**

Vegetation: Leichhardt.

- A. 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:

- B. 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.

No need for 'dive' site – Leichhardt.

- C. 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.

Acquisition of Dan Murphys –

- D. 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.

Night works – Leichhardt.

- E. The EIS states that to minimize disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. It is unacceptable that a highly unsuitable site has been selected. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring at night. This is objected to in the strongest terms.

Additional facilities - Leichhardt.

- F. 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.

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Tuesday, 10 October 2017 12:45:01 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

I object to the westconnex. There should be a better way such as public transport. There seems to be a lot of tunneling in a very small area. This can only affect the houses above. I live in a very old house and I doubt my house will not be affected. I am just about to finish my apprenticeship and do a lot of driving in Sydney. The amount of tolls I already pay is prohibitive and will only get worse. For anyone especially a young person starting out this is very unfair. Construction noise and vibrations will severely impact where we live. Our air quality will suffer. The preferred infrastructure report must go to the public for further submissions before it is approved by the minister. There seems to be very little public benefit in this stage. The airport link should be made the priority.

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=226660

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

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 03:42:15 +0000
To: [REDACTED]
Subject: FW: Submission Details for David Staples (object)

From: system@accelo.com On Behalf Of David Staples
Sent: Tuesday, 10 October 2017 2:42:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for David Staples (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: David Staples
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:

Unfiltered WestConnex Iron Cove stack on Terry Street - re-submitting this as there is no confirmation my last submission was processed - Your security code is terrible and confusing why not just one word and an acknowledgement submission was sent???

I request the Dept. move the Terry Street stack as it is close to my home and two local schools - Rozelle Public and Balmain Secondary High. The impact of unfiltered emissions is a pollutant and a potential health issue. Also the noise, vibration and traffic in a densely populated location is unacceptable.

[REDACTED]
Submission: Online Submission from David Staples (object)
https://majorprojects.accelo.com/?action=view_activity&id=226702

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

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 04:12:01 +0000
To: [REDACTED]
Subject: FW: Submission Details for Benjamin Prag (object)

From: system@acelo.com On Behalf Of Benjamin Prag
Sent: Tuesday, 10 October 2017 2:29:58 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Benjamin Prag (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Benjamin Prag
 [REDACTED]
 [REDACTED]
 [REDACTED]

Balmain, NSW
 2041

Content:
 NSW Department of Planning and Environment

Submission on WestConnex M4-M5 Link EIS (Application Number SSI 16_7485)

I wish to make an objection to the current EIS for the WestConnex project.

1. Clarifications around traffic modelling assumptions

In "Chapter 8: Traffic and Transport", numerous assertions are made based on traffic modelling into the future, in particular the years 2023 and 2033. These predictions are based on the volume of traffic if the project is built compared with the scenario where it is not.

These predictions are fundamental to the need for the project. However, there is no detail that I could find in the EIS outlining how this traffic modelling was conducted and what metrics were used to calculate the predicted future volumes.

Therefore, please could you clarify how this data was modelled providing as much detail as possible. In particular I would like to know if the following facts and scenarios were taken into consideration?

- * The increase in the use of autonomous vehicles in the near to medium term. It is well documented that "self-driving cars" are predicted to use road space much more efficiently and will also require less parking spaces hence freeing up more road space on arterial highways

- * Improved public transport options. In particular an increase in the frequency of bus service routes and dedicated bus lanes.

- * The increased propensity for current commuters to work remotely and hence decrease the number of

single occupant car users.

* The possibility of introducing vehicle congestion charging. CBD congestion charging has worked successfully in other major cities resulting in reduced traffic volumes through those urban areas

2. Impact on ANZAC Bridge East Bound Traffic

The EIS mentions that congestion is likely to increase on the east bound carriageways on the ANZAC bridge but does not provide any solution.

Has the possibility of a dedicated bus lane on the east bound side of the bridge been considered? Since WestConnex will now dump thousands of vehicles on the bridge in the morning rush hour that are currently filtered by numerous sets of light on the City West Link and Victoria Road the bridge is highly likely to become filled with the same traffic that is currently attempting to enter the CBD but with the same limited flow through the city due to traffic lights on the western side of the CBD. A dedicated AM bus lane would at least prioritise public transport users above single occupant car use.

Submission: Online Submission from Benjamin Prag (object)

https://majorprojects.accelo.com/?action=view_activity&id=226694

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 04:26:27 +0000
To: [REDACTED]
Subject: FW: Submission Details for Benjamin Prag (object)

From: system@acelo.com On Behalf Of Benjamin Prag
Sent: Tuesday, 10 October 2017 2:23:02 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Benjamin Prag (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Benjamin Prag

[REDACTED]
 [REDACTED]
 Balmain, NSW
 2041

Content:
 Dear Sir / Madam,

Reference: Westconnex M4-M5 Submission / Objection

I am writing to make a submission on the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed. The areas of concern refers to section 28.6:

Overall for "Table 28-6 Environmental risk analysis of key issues".

Table 28-6 says it covers the Environmental risk analysis of key issues. Why are many of the identified risks said to be managed and mitigated by a plan that "will be prepared and will include..." An example is the Construction Noise and Vibration Management Plan. Why hasn't this plan been developed so that we can actually comment on it? This puts the real management measures to be proposed after the project is approved. What influence can we have then?

Table 28-6 Environmental risk analysis of key issues includes for air quality:

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

It then says:

"While the project cannot control the general increase in traffic growth over time and related increase in vehicle emissions, the progressive introduction of more stringent vehicle emissions regulations will continue over the life of the project."

This is an unacceptable statement on the management of a critical risk - air quality. It basically passes the management of poor air quality due to an increase in traffic volume to someone else! Westconnex will say it will be a risk until other laws are settled. How is this an acceptable management of a risk that will impact Rozelle Public School (RPS)?

Table 28-6 Environmental risk analysis of key issues includes for contamination in construction:

"Further investigation of contamination areas will be undertaken and a Remediation Action Plan will be prepared where necessary. Likelihood = Unlikely, Consequence = Moderate, Risk = Low"

Rozelle has been an industrial and power generating area for generations. We know that it is dangerous to grow and eat any vegetables in our gardens. This was on TV on Gardening Australia! The risk of contamination is not low and a Remedial Action Plan is necessary. Where is the Remedial Action Plan?

I look forward to your response to my objection


Submission: Online Submission from Benjamin Prag (object)

https://majorprojects.accelo.com/?action=view_activity&id=226687

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Sun, 15 Oct 2017 08:57:14 +0000
To: [REDACTED]
Subject: FW: Submission Details for Ben Prag (object)

From: system@accelo.com On Behalf Of Ben Prag
Sent: Sunday, 15 October 2017 7:57:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Ben Prag (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Ben Prag
[REDACTED]
[REDACTED]
[REDACTED]

Balmain, NSW
2041

Content:

I am greatly concerned about the proposed unfiltered Iron Cove bridge ventilation stack being planned for less than 100 m from Rozelle Public School. I wish to object in the strongest possible terms to this part of the proposal and ask that it be relocated away from the this or any other educational institutions.

I understand that the manager of the Westconnex project has stated he would prefer the stack to be moved to the Rozelle Goods Yard, that SMC have the ability to move it there as has been achieved in other motorway projects in the state previously.

[REDACTED]
Submission: Online Submission from Ben Prag (object)
https://majorprojects.accelo.com/?action=view_activity&id=227718

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

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 04:30:03 +0000
To: [REDACTED]
Subject: FW: Submission Details for Richard Hall (object)
Attachments: 226707_171010 Submission to Westconnex_ Margaret and Richard Hall_2017Oct10_1527.pdf

From: system@accelo.com On Behalf Of Richard Hall
Sent: Tuesday, 10 October 2017 3:28:07 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Richard Hall (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Richard Hall
[REDACTED]
[REDACTED]
[REDACTED]

Millers Point, NSW
2000

Content:

Please see attached signed submission with reference to Westconnex M4-M5 Submission / Objection

[REDACTED]
Submission: Online Submission from Richard Hall (object)
https://majorprojects.accelo.com/?action=view_activity&id=226707

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

10 October 2017

**NSW Government Planning and Environment
Major Project Assessment
WestCommex M4-M5 Link**

Dear Sir / Madam,

Reference: Westconnex M4-M5 Submission / Objection

I am writing to make a submission on the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed. The areas of concern refer to the proposed unfiltered exhaust stacks:

The Concept Design is proposing two unfiltered stacks to be placed in Rozelle which, potentially, will exhaust the fumes and pollutants from;

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

This represents something like the concentrated pollution from some 11 km of freeway (much of it 4 lanes) all being poured into Rozelle.

And there is also the threat of an additional exhaust stack for the cross harbour tunnel..maybe somewhere on the Balmain Peninsular or Goat Island. This will drift south and add to the pollution in Rozelle.

There are a number of concerning aspects about the design of the ventilation system:

- These are very long tunnels by world standards
- There are complex off-takes and linkages underground
- Are the engineering models good enough to safely predict what is going to happen? (They were clearly not good enough for the M5 tunnel which was much more straightforward).
- With longitudinal ventilation over the length of those tunnels, I assume, that friction with the forced air flow will become a major factor....thus forcing up the size and cost of the jet fans. Are we going to see a drive for economies in running these jet fans in the short term or when a private buyer takes over? What protection or assurances do we residents have?
- Has some form of transverse ventilation been considered? This would also seem to offer some safety measures where there is mechanical failure with a section of the fans.

- What level of redundancy is going to be built into the ventilation systems. What safety features? What happens when there is a fire or a bomb deep in one of the tunnels? What happens when there is an accident near one of the exits and there is 3 km x 4 lanes of traffic banked up underground?
- I assume that there is some level of redundancy built into the ventilation shaft system but it hasn't been publicised. It should be publicised.

What happens on calm days?

EPA data show relatively low average wind speeds in Rozelle of 1.8 m per second and a 14.6% incidence of calms. That is, on the equivalent of 54 days a year the air is still and you cannot rely on atmospheric turbulence to mix and disperse the air from the ventilation stacks. This means that this toxic mix will spill out into a very localised area around the stacks.

Longley and Gustavo Olivares (2010)³ in a research report on tunnel ventilation in New Zealand conclude: *However, stack and especially portal emissions can lead to highly localised 'hotspots' of increased concentrations. It is quite possible that road tunnel emissions can lead to localised breaches of the National Environmental Standards for PM10 and NO2 around stacks and portals, as well as exceedences of Regional Air Quality Guidelines.*

*This is critically important if these locations coincide with **Rozelle Public School** as well as residences, businesses or any other land-use in which people are likely to be exposed.*

I understand that when particulate matter or other pollutants are discharged through the exhaust shafts that the majority of the pollutants descend in a radius of about 300-600 m. At least, this was the case for PM₁₀ and NO_x with the M5 stack. There is still significant fallout over a much greater radius than this. Thus we will have something like the following situation in Rozelle after the exhaust systems are operating.

I believe that living and having children attend school in the vicinity of the two proposed stacks that we will be exposed to pollution level of about 12 (from surface roads) + 12 (from the ventilation stacks) = 24 mg/m³ PM_{2.5} especially on calm days. And because these are averages they say nothing about PEAK levels of exposure around peak hours and when there might also be atmospheric pollution from fires, dust storms or temperature inversions. Clearly peak levels will be much higher than the averages. Perhaps 10 times higher.

There is no safe level of exposure to PM_{2.5} particles or smaller particles. To claim that the exhausts meet international standards is dissembling. To protect our health the levels should be zero. International standard levels have been dropping continuously for 20 plus years and are likely to continue to drop as knowledge increases.

The UN's World Health Organisation has current guidelines recommending that annual exposure be limited to 10 mg/m³ for PM_{2.5}. Australia has opted for 8 mg/m³. However, we should not be patting ourselves on the back for having tighter standards than other countries or because Paris has higher background pollution than Sydney. European studies show that each 5 microgram per cubic metre increase in PM_{2.5} concentration was associated with a 7% increase in mortality risk (hazard ratio [HR] 1.07, 95% confidence interval). Every increase of five micrograms per cubic metre of PM_{2.5} drove the risk of lung cancer up by 18 per cent.

So accepting a level of 24 mg/m³, or anything like it, for the pupils of Rozelle Public School where a ventilation stack is proposed to be built nearby is clearly unacceptable with today's knowledge. If the majority of the pollution is due to "natural" factors such as dust, sea

salt and bush fires, it is still not acceptable to increase the $PM_{2.5}$ load by about 50% from roads. In fact, any level above 8 mg/m^3 would contravene the existing guide lines.

Ultra fine particles

None of these standards addresses the issue of ultra-fine particles. It is known that these have even more damaging health impacts than $PM_{2.5}$ particles and above. However, they are not being measured so there is a high level of ignorance about what ultrafine particles will be contributing to the mix of exhaust gases descending on Rozelle Public School. This is not good enough and steps must be taken to measure and monitor the levels of such particles on a long term basis around the ventilator stacks and where pupils and teachers are exposed.

I look forward to your response to my objection.

Kind regards,

MAT Hall 

Margaret Hall and Richard Hall

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Tuesday, 10 October 2017 3:33:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

I am writing to strongly object to the unfiltered WestConnex Iron Cove stack on Terry Street. It is too close to schools. The homes in Terry St and those streets running off Terry will be affected by noise, pollution, traffic and vibration during construction.

These unfiltered stacks are a potential cause of serious health issues to those members of the public residing in adjoining neighbourhoods.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=226711

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Tuesday, 10 October 2017 3:49:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

We do not want unfiltered emission stacks near our home and near where children go to school. There are already high levels of pollution in our area, adding to this would be grievous to the health and wellbeing of our community.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=226713

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 05:26:55 +0000
To: [REDACTED]
Subject: FW: Submission Details for Tamara Tinkler (object)

From: system@accelo.com On Behalf Of Tamara Tinkler
Sent: Tuesday, 10 October 2017 4:26:02 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Tamara Tinkler (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Tamara Tinkler
[REDACTED]

[REDACTED]

Rozelle, NSW
2039

Content:

Dear NSW Planners,

Please do not put an unfiltered emission stack on Terry Street, only 100 metres from Rozelle Public School. Our children will be at risk from the health effects of this, and it is not fair for their future. There are also thousands of residents living near this concentrated pollution whose health will be adversely affected. We already live near one of the busiest roads in Australia with Victoria Road, and we don't need more pollution! West Connex needs to be planned and managed to minimise the health risks as much as possible and this move would be minimal and hugely beneficial.
Thank you for your consideration.

Submission: Online Submission from Tamara Tinkler (object)
https://majorprojects.accelo.com/?action=view_activity&id=226717

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

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 05:43:47 +0000
To: [REDACTED]
Subject: FW: Submission Details for Laurel Bissaker of Private (object)

From: system@accelo.com On Behalf Of Laurel Bissaker
Sent: Tuesday, 10 October 2017 4:43:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Laurel Bissaker of Private (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Laurel Bissaker
[REDACTED]
[REDACTED]
[REDACTED]

Rozelle, NSW
2039

Content:

I do not want me and my family to be affected by noise, pollution, traffic and vibration during the construction of West Connex.. I especially do not want an unfiltered emissions stack so close to my home and Rozelle school

[REDACTED]
Submission: Online Submission from Laurel Bissaker of Private (object)
https://majorprojects.accelo.com/?action=view_activity&id=226719

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

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

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Tuesday, 10 October 2017 5:18:59 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:

1. Noise Generated by the City West Link

The industrial buildings (Gillespies, Swadlings etc.) on Lilyfield Road act to block the sound generated by the City West Link Road crossing into Rozelle.

As the industrial buildings will be demolished to make way for the construction work site, please can you ensure that adequate noise reduction measures are put in place (i.e. a wall), to ensure that the sound does not carry from the City West Link Road into Rozelle both during and after the construction period.

2. Lilyfield Road

Please consider the use of traffic calming measures on this road for the following reasons:

- (a) it will be crossed by people travelling from Easton Park to the new Rozelle Rail Yard park; and
- (b) it will be used as a rat run for people trying to avoid the City West Link and new toll roads.

3. Please ensure you follow through on constructing the interchange including the western crossing connection in one phase in order to minimise disruption to the Rozelle locals

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=226721

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 06:26:53 +0000
To: [REDACTED]
Subject: FW: Submission Details for Leanne Glew (object)

From: system@accelo.com On Behalf Of Leanne Glew
Sent: Tuesday, 10 October 2017 5:24:58 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Leanne Glew (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Leanne Glew
[REDACTED]
[REDACTED]

rozelle, NSW
2039

Content:

Please do not put the unfiltered westconnex iron cove stack on terry street.

This is only 100 metres from Rozelle Public School, and less than 50 metres from my home.

I don't want to be affected by noise, pollution, traffic, both during and post construction.

The air quality in Rozelle is currently one of the worst in Sydney, the construction of the unfiltered westconnex iron cove stack on terry street will only make this worse.

[REDACTED]
Submission: Online Submission from Leanne Glew (object)
https://majorprojects.accelo.com/?action=view_activity&id=226727

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

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

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Tuesday, 10 October 2017 6:07:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

The intended exhaust stack on Terry st and Victoria Rd is an absolute outrage ! This stack is dangerously close to the Balmain shores complex where hundreds of people live. Not to mention Rozelle public with hundreds of kids exposed to unfiltered exhaust fumes.

Please consider a much more appropriate location and put people out of a very dangerous health situation, the government has an obligation to keep its citizens safe.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=226733

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 07:25:18 +0000
To: [REDACTED]
Subject: FW: Submission Details for Marie Norman (object)

From: system@acelo.com On Behalf Of Marie Norman
Sent: Tuesday, 10 October 2017 6:25:07 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Marie Norman (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Marie Norman
[REDACTED]

[REDACTED]

Rozelle, NSW
2039

Content:
 Dear Sir / Madam,

Reference: Westconnex M4-M5 Submission / Objection

I am writing to make a submission on the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed. The areas of concern refers to section 28.6:

Overall for "Table 28-6 Environmental risk analysis of key issues".

Table 28-6 says it covers the Environmental risk analysis of key issues. Why are many of the identified risks said to be managed and mitigated by a plan that "will be prepared and will include..." An example is the Construction Noise and Vibration Management Plan. Why hasn't this plan been developed so that we can actually comment on it? This puts the real management measures to be proposed after the project is approved. What influence can we have then?

Table 28-6 Environmental risk analysis of key issues includes for air quality:

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

It then says:

"While the project cannot control the general increase in traffic growth over time and related increase in vehicle emissions, the progressive introduction of more stringent vehicle emissions regulations will continue over the life of the project."

This is an unacceptable statement on the management of a critical risk - air quality. It basically passes the management of poor air quality due to an increase in traffic volume to someone else! Westconnex will say it will be a risk until other laws are settled. How is this an acceptable management of a risk that will impact Rozelle Public School (RPS)?

Table 28-6 Environmental risk analysis of key issues includes for contamination in construction:

"Further investigation of contamination areas will be undertaken and a Remediation Action Plan will be prepared where necessary. Likelihood = Unlikely, Consequence = Moderate, Risk = Low"

Rozelle has been an industrial and power generating area for generations. We know that it is dangerous to grow and eat any vegetables in our gardens. This was on TV on Gardening Australia! The risk of contamination is not low and a Remedial Action Plan is necessary. Where is the Remedial Action Plan?

I look forward to your response to my objection.

[REDACTED]

Submission: Online Submission from Marie Norman (object)

https://majorprojects.accelo.com/?action=view_activity&id=226737

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 07:30:24 +0000
To: [REDACTED]
Subject: FW: Submission Details for Terry Collett of Rozelle resident (comments)

From: system@acelo.com On Behalf Of Terry Collett
Sent: Tuesday, 10 October 2017 6:27:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Terry Collett of Rozelle resident (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Terry Collett
 Organisation: Rozelle resident ()

[REDACTED]
 [REDACTED]
 Rozelle, NSW
 2039

Content:

Dear Sirs,

Firstly can we state that we are both in favour of the Westconnex project and the other infrastructure transport plans, we believe these will free up the movement of traffic for Greater Sydney.

We have resided at Springside Street for the past 30 years and have witnessed only small changes in that time. The proposed M4/M5 Link and the Iron Cove Link are all steps in the right direction to free up traffic in our area. However a 10 meter structure to house (MOC4) opposite our residence on top of the existing 3.5 meter wall (the current Liquorland site) completely detracts from the Street scape which is mainly made up of small cottages. The Council and Government have rejected several proposals for high rise residences at the site of the former Balmain Leagues Club on the grounds of excessive bulk and scale and the detractiion from the character of this area.

We would like to voice our opposition not only to the MOC but also the 20 meter Smoke Stack on the same grounds. Surely in 2017 there are other technologies that would negate the nessecity for a Stack and Large structure to support it.

Jan and I are supporters of the Westconnex, the M4/M5 Link and the Iron Cove Link as we also support other infrastructure projects such as Northconnex and the duplication of the M5 tunnel. Sydney is a major city and as such should have a world class transport system which we believe these projects will deliver. We would ask that the nature and charm of Rozelle/Balmain not be ruined by large out of character structures.

Terry Collett and Jan Smith.

[REDACTED]
 Submission: Online Submission from Terry Collett of Rozelle resident (comments)
https://majorprojects.acelo.com/?action=view_activity&id=226739

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

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 07:37:51 +0000
To: [REDACTED]
Subject: FW: Submission Details for Lea Visser (object)

From: system@accelo.com On Behalf Of Lea Visser
Sent: Tuesday, 10 October 2017 6:36:02 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Lea Visser (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Lea Visser

[REDACTED]

[REDACTED]

Sydney, NSW
2039

Content:

I am concerned about the unfiltered ventilation stack and its affect on upper respiratory disorders as per studies done on the Lane cove tunnel. Please consider an alternative location or technology. My children will be attending Rozelle Public over the next 7 years and we live close to the Terry street proposed location. They will have 24 hours a day of exposure to the concentrated exhaust fumes.

[REDACTED]
Submission: Online Submission from Lea Visser (object)

https://majorprojects.accelo.com/?action=view_activity&id=226741

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Tuesday, 10 October 2017 6:41:01 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

I object to the building of the Rozelle Interchange and the subsequent projects suggested as additions to this. The desecration of our community and its rich heritage needs to be considered when the outcomes of such a project would be better served by the building of public transport.

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=226743

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

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

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Tuesday, 10 October 2017 2:19:02 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

[REDACTED]

Content:

Reference: Westconnex M4-M5 Submission / Objection

I am writing to make a submission on the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed.

The wrong traffic modelling approach has been used:

- * All traffic modelling is wrong, the question is: by how much? And what are the implications of the error?
- * Incorrect traffic modelling has led to overoptimistic traffic predictions which resulted in low toll revenue from of the Cross City Tunnel, Lane Cove Tunnel and Brisconnex in Brisbane, resulting in eventual bankruptcy.
- * The traffic modelling process used to develop the Project is fundamentally flawed because:
 - Traffic projections are likely to be significantly different to the actual traffic on the street network
 - Traffic volumes projected in the model are in numerous instances well above the physical capacity of the road network.
- * There is no statement on the level of accuracy and reliability of the traffic modelling process. This is a major shortcoming and is contrary to the Secretary's Environmental Assessments Requirements.
- * Westconnex traffic modelling relies on implausible traffic volumes that exceed the capacity of the road links and intersections at several key locations.

Key Inputs to the modelling process are unpublished or incorrect

- * The accuracy of the model outputs can only be as good as the accuracy of the inputs. Projections of key

inputs relating to population and employment become very unreliable beyond 10 or 15 years. In addition to this, the transport sector is facing a potentially significant disruption from connected, automated vehicles that may have a significant impact on traffic growth. This has not been considered or modelled.

* SMC is using an unpublished Value of Travel Time in the Westconnex traffic modelling. If the Value of Travel Time adopted is incorrect, then all outputs will be incorrect.

* The induced demand of 0.3% is too low based on historical experience in Sydney.

- The benefits counted from reduced traffic volumes on roads such as the existing M5 and the Eastern Distributor are unlikely to be realized due to real levels of induced demand.

* The 2023 'cumulative' modelling scenario includes the Sydney Gateway and the western harbour tunnel but neither of these projects are currently committed and it is highly unlikely they will be completed by this date. This raises the question of why did the proponent adopt such a misleading position and how does it affect the impacts stated?

* SMC refuses to release the traffic model and detailed analysis for independent unpaid peer review and scenario analysis.

I look forward to your response to my objection,

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=226683

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

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

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Tuesday, 10 October 2017 7:30:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I object to the third phase of the westconnex especially on putting an unfiltered emissions stack on Terry Street right on the bay run where a lot of locals exercise and spend time with family. What is now a wonderful recreation spot for the community will become a health hazard. Air and noise pollution will lower the health and living standards of the community.

There are many apartment around the proposed stack and a primary and high school within 500 metres of its location z the number of people affected is quite substanci.

Note within 5km of Terry Street there will be at least 5 stacks. Surely this phase is not needed and an emissions stack will not be necessary.

Maintain a green area green and allow locals to

Enjoy the outdoors around an area that is already struggling with pollution and congestion and a lot of ache due to phase 1 and 2 of the westconnex.

I object to phase 3 and stacks so close to residents and schools.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=226745

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 09:22:17 +0000
To: [REDACTED]
Subject: FW: Submission Details for Patricia pidgeon of private citizen (object)

From: system@accelo.com On Behalf Of Patricia pidgeon
Sent: Tuesday, 10 October 2017 8:22:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Patricia pidgeon of private citizen (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Patricia pidgeon

[REDACTED]

Rozelle, NSW
2039

Content:

Dear Sir

I am not in favour of the West Connect Iron Cove "Stack" off Victoria road near Terry St Rozelle

I am a asthma suffer myself & have lived in this area for over 9 years

my concern is for the children at the Roselle Public School

When I was young very few Children had problems with Hay Fever or Asthma ,now I see young Children with these problems all over this area

Please rethink what you are doing

By the way

I am 80 years of age

Please think about the children

Submission: Online Submission from Patricia pidgeon of private citizen (object)
https://majorprojects.accelo.com/?action=view_activity&id=226747

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

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

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Tuesday, 10 October 2017 8:48:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

I am appalled by the WestConnex development. It is an outrageous waste of taxpayers money that would be far better spent on public transport.

There is nothing right about this project. Of particular concern to me is the monstrous interchange in Rozelle which will cause huge disruption when being built, spoil the heritage area with concrete entrances and exits, and pour huge volumes of traffic into the area, spoiling this heritage area.

Also of concern is the tunnelling under Balmain to the North Shore which is likely to go under my house.

Also, the pollution from unfiltered stacks when it is proven that these increase the incidence of lung cancer.

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=226749

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 10:26:16 +0000
To: [REDACTED]
Subject: FW: Submission Details for Yvonne Holbeche (object)

From: system@accelo.com On Behalf Of Yvonne Holbeche
Sent: Tuesday, 10 October 2017 9:26:04 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Yvonne Holbeche (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Yvonne Holbeche
[REDACTED]
[REDACTED]
[REDACTED]

Balmain, NSW
2041l

Content:

I live in Glassop Street, Balmain, which is very close to Terry Street. I understand that there is to be an unfiltered WestConnex Iron Cove stack on Terry Street. This is only 100 metres from Rozelle Public School and only a short distance from Balmain Secondary Campus. I am very concerned about the negative effect the increased air pollution will have on my family's health, about the noise and the traffic that will be generated and the damage to property from vibrations.

[REDACTED]
Submission: Online Submission from Yvonne Holbeche (object)
https://majorprojects.accelo.com/?action=view_activity&id=226751

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

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 10:32:53 +0000
To: [REDACTED]
Subject: FW: Submission Details for Meegan Dionne-Deane (object)

From: system@acelo.com On Behalf Of Meegan Dionne-Deane
Sent: Tuesday, 10 October 2017 9:32:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Meegan Dionne-Deane (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Meegan Dionne-Deane
 [REDACTED]
 [REDACTED]

Rozelle, NSW
 2039

Content:

Although I don't object to the WestConnex project as a whole, having reviewed the EIS for the Iron Cove Link and building plans, I believe both the quality of life and the potential detrimental impact on the residents and village life of Rozelle will be negatively impacted.

Specifically the proposed 10m high building on the current Liquorland site (MOC4) and the 20m high smoke stack as per the EIS is of concern. Not only would the properties in the immediate vicinity be overshadowed by these proposed buildings (Appendix M, diagrams 22-28), the sheer "bulk and scale" is out of line with the "street scape" of the area. As can be observed along Victoria Road, buildings are essentially "low rise" and are in keeping within the "street scape" of the Rozelle and Balmain community. A point of reference is the continual rejection by Council and the Government of high rise residential towers as proposed for the Balmain Leagues Club site.

A combination of a 20m Smoke Stack (in the middle of Victoria Road) together with a significant 10m high MOC could not be seen as keeping in line with the Street Scape" and as such I would like to voice my opposition to the proposal in its current format.

I believe other solutions are available which could circumvent the requirement of both the smoke stack and adjoining buildings and request that although these solutions be investigated.

I am not against progress and am not objecting just for the sake of it and we comprehend the potential benefits of reducing traffic on Victoria Road, however I would like to express our deep concerns on the proposal in its present format, specifically the "Smoke Stack and "Adjoining buildings".

[REDACTED]
 Submission: Online Submission from Meegan Dionne-Deane (object)

https://majorprojects.accelo.com/?action=view_activity&id=226753

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details
Attachments: 226755_MCMAHON_SSI 16_7485_2017Oct10_2147.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Tuesday, 10 October 2017 9:49:10 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:
See pdf attached

IP Address: cpmon.mq.edu.au - [REDACTED]
Submission: Online Submission from [REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=226755

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 for the WestConnex M4-M5 Link EIS

E:

I **OBJECT** to the existing plans for the WestConnex M4-M5 Link.

I have significant concerns that have not been addressed by the existing plans for the WestConnex M4-M5 Link. As a resident of Balmain and the parent of two children, who attend Rozelle Public School (one who has been diagnosed with chronic asthma and the other with eczema), I believe that there is little information to reassure my family and other residents that we will not be unduly affected and impacted by construction noise nor potential detrimental air pollutants (such as dust and toxic pollutants).

Therefore, I strongly request and expect the following provisions to be put in place and an action plan to be provided that addresses unexpected and detrimental effects of the construction *per se* and resultant changes to traffic flows:

1. the air quality specifically at Rozelle Public School and more broadly within 500m of the construction site is monitored throughout and after the construction phase of the WestConnex Link;
2. the air quality at Rozelle Public School and within 500m of the construction site is maintained within acceptable environmental limits throughout and after the construction of the WestConnex Link (for example, through the planting of green vegetation to act as a green barrier);
3. that the effect of construction and the resultant ventilation shafts on children and adults with pre-existing respiratory conditions is monitored and minimised or eliminated;
4. the incidence of asthma and other respiratory cases or emotional health problems are NOT increased by construction nor the subsequent environmental or traffic changes resulting from the WestConnex Link;
5. the noise and vibration is not disruptive to student learning and / or mental or emotional health at Rozelle Public School and the classroom acoustics are maintained to ANSI Standards (ANSI S12.60-2002, Acoustical Performance Criteria, Design Requirements and Guidelines for Schools – see http://www.acoustics.com/ansi_education.asp)
6. that noise and vibration from the construction is kept to a reasonable level throughout the night 7pm-7am to minimise detrimental effects to learning for children and young adults, as well as reduced work productivity for adults due to sleep disturbances;
7. all ventilation shafts for Rozelle, Lilyfield and other affected residential areas, must be filtered for PM2.5;
8. that there is no damage on residential homes or the Rozelle Public School as a direct consequence of the construction works;
9. that a traffic plan is developed in conjunction with Rozelle Public School which ensures the safety of the students in walking to and from school or to and from events arranged by the school;
10. that a traffic plan is developed to ensure that there is no detrimental effects for residents to move on and off the peninsula (such as driving or public transport) during peak times;
11. that subcontractors are not increasing the existing parking problems that residents have in parking near their homes by competing for on-street parking.

From: [REDACTED]
Sent: Tue, 10 Oct 2017 11:08:12 +0000
To: [REDACTED]
Subject: FW: Submission Details for Jacqui Biffin (object)

From: system@accelo.com On Behalf Of Jacqui Biffin
Sent: Tuesday, 10 October 2017 10:08:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Jacqui Biffin (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jacqui Biffin
[REDACTED]

[REDACTED]

Ashfield, NSW
2131

Content:
 I am a parent of a child attending Haberfield Public School.

I am very concerned about the proposed combination of construction facilities at Haberfield referred to as 'Option B' in the Environmental Impact Statement for the WestConnex M4-M5 Link. My primary concern is the traffic at the intersection of Parramatta Rd and Bland St. I cross this road every day with my children and as it is with the existing construction at the Brescia Furniture site, it feels unsafe. The additional traffic the proposed construction would imply is very worrying. Proposed temporary closures of Bland St and Alt St will also heavily affect our home and our route to and from school.

I am also very concerned about air quality and call for the filtration of the stacks.

I consider 'Option A' to be preferable option, as this alternative combination of construction facilities, as presented in the EIS, would utilise existing construction areas which are located away from schools and day cares.

[REDACTED]
 Submission: Online Submission from Jacqui Biffin (object)
https://majorprojects.accelo.com/?action=view_activity&id=226759

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

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

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Tuesday, 10 October 2017 10:45:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

I don't want the unfiltered westconnex iron cove stack on Terry Street.

I don't want my family and me to be affected by noise, pollution, traffic and vibration during the construction and I certainly don't want unfiltered emissions close to my home, to other homes and the school which is less than 100 m away.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=226765

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

From: [REDACTED]
Sent: Tue, 10 Oct 2017 04:32:30 +0000
To: [REDACTED]
Subject: FW: Submission Details for Margaret Hall (object)
Attachments: 226709_171010 Submission to Westconnex_ Margaret and Richard Hall_2017Oct10_1528.pdf

From: system@accelo.com On Behalf Of Margaret Hall
Sent: Tuesday, 10 October 2017 3:30:07 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Margaret Hall (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Margaret Hall
[REDACTED]
[REDACTED]
[REDACTED]

Millers Point, NSW
2000

Content:
Please see attached signed submission with reference to Westconnex M4-M5 Submission/Objection.

[REDACTED]
Submission: Online Submission from Margaret Hall (object)
https://majorprojects.accelo.com/?action=view_activity&id=226709

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

10 October 2017

**NSW Government Planning and Environment
Major Project Assessment
WestCommex M4-M5 Link**

Dear Sir / Madam,

Reference: Westconnex M4-M5 Submission / Objection

I am writing to make a submission on the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed. The areas of concern refer to the proposed unfiltered exhaust stacks:

The Concept Design is proposing two unfiltered stacks to be placed in Rozelle which, potentially, will exhaust the fumes and pollutants from;

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

This represents something like the concentrated pollution from some 11 km of freeway (much of it 4 lanes) all being poured into Rozelle.

And there is also the threat of an additional exhaust stack for the cross harbour tunnel..maybe somewhere on the Balmain Peninsular or Goat Island. This will drift south and add to the pollution in Rozelle.

There are a number of concerning aspects about the design of the ventilation system:

- These are very long tunnels by world standards
- There are complex off-takes and linkages underground
- Are the engineering models good enough to safely predict what is going to happen? (They were clearly not good enough for the M5 tunnel which was much more straightforward).
- With longitudinal ventilation over the length of those tunnels, I assume, that friction with the forced air flow will become a major factor....thus forcing up the size and cost of the jet fans. Are we going to see a drive for economies in running these jet fans in the short term or when a private buyer takes over? What protection or assurances do we residents have?
- Has some form of transverse ventilation been considered? This would also seem to offer some safety measures where there is mechanical failure with a section of the fans.

- What level of redundancy is going to be built into the ventilation systems. What safety features? What happens when there is a fire or a bomb deep in one of the tunnels? What happens when there is an accident near one of the exits and there is 3 km x 4 lanes of traffic banked up underground?
- I assume that there is some level of redundancy built into the ventilation shaft system but it hasn't been publicised. It should be publicised.

What happens on calm days?

EPA data show relatively low average wind speeds in Rozelle of 1.8 m per second and a 14.6% incidence of calms. That is, on the equivalent of 54 days a year the air is still and you cannot rely on atmospheric turbulence to mix and disperse the air from the ventilation stacks. This means that this toxic mix will spill out into a very localised area around the stacks.

Longley and Gustavo Olivares (2010)³ in a research report on tunnel ventilation in New Zealand conclude: *However, stack and especially portal emissions can lead to highly localised 'hotspots' of increased concentrations. It is quite possible that road tunnel emissions can lead to localised breaches of the National Environmental Standards for PM10 and NO2 around stacks and portals, as well as exceedences of Regional Air Quality Guidelines.*

*This is critically important if these locations coincide with **Rozelle Public School** as well as residences, businesses or any other land-use in which people are likely to be exposed.*

I understand that when particulate matter or other pollutants are discharged through the exhaust shafts that the majority of the pollutants descend in a radius of about 300-600 m. At least, this was the case for PM₁₀ and NO_x with the M5 stack. There is still significant fallout over a much greater radius than this. Thus we will have something like the following situation in Rozelle after the exhaust systems are operating.

I believe that living and having children attend school in the vicinity of the two proposed stacks that we will be exposed to pollution level of about 12 (from surface roads) + 12 (from the ventilation stacks) = 24 mg/m³ PM_{2.5} especially on calm days. And because these are averages they say nothing about PEAK levels of exposure around peak hours and when there might also be atmospheric pollution from fires, dust storms or temperature inversions. Clearly peak levels will be much higher than the averages. Perhaps 10 times higher.

There is no safe level of exposure to PM_{2.5} particles or smaller particles. To claim that the exhausts meet international standards is dissembling. To protect our health the levels should be zero. International standard levels have been dropping continuously for 20 plus years and are likely to continue to drop as knowledge increases.

The UN's World Health Organisation has current guidelines recommending that annual exposure be limited to 10 mg/m³ for PM_{2.5}. Australia has opted for 8 mg/m³. However, we should not be patting ourselves on the back for having tighter standards than other countries or because Paris has higher background pollution than Sydney. European studies show that each 5 microgram per cubic metre increase in PM_{2.5} concentration was associated with a 7% increase in mortality risk (hazard ratio [HR] 1.07, 95% confidence interval). Every increase of five micrograms per cubic metre of PM_{2.5} drove the risk of lung cancer up by 18 per cent.

So accepting a level of 24 mg/m³, or anything like it, for the pupils of Rozelle Public School where a ventilation stack is proposed to be built nearby is clearly unacceptable with today's knowledge. If the majority of the pollution is due to "natural" factors such as dust, sea

salt and bush fires, it is still not acceptable to increase the $PM_{2.5}$ load by about 50% from roads. In fact, any level above 8 mg/m^3 would contravene the existing guide lines.

Ultra fine particles

None of these standards addresses the issue of ultra-fine particles. It is known that these have even more damaging health impacts than $PM_{2.5}$ particles and above. However, they are not being measured so there is a high level of ignorance about what ultrafine particles will be contributing to the mix of exhaust gases descending on Rozelle Public School. This is not good enough and steps must be taken to measure and monitor the levels of such particles on a long term basis around the ventilator stacks and where pupils and teachers are exposed.

I look forward to your response to my objection.

Kind regards,

MAT Hall 

Margaret Hall and Richard Hall

From: [REDACTED]
Sent: Tue, 10 Oct 2017 10:53:24 +0000
To: [REDACTED]
Subject: FW: Submission Details for Neil Bryant (object)
Attachments: 226757_BRYANT_SSI 16_7485_2017Oct10_2152.pdf

From: system@acelo.com On Behalf Of Neil Bryant
Sent: Tuesday, 10 October 2017 9:53:11 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Neil Bryant (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Neil Bryant
[REDACTED]
[REDACTED]
[REDACTED]

Balmain, NSW
2041

Content:
Please find attached my submission.

[REDACTED]
Submission: Online Submission from Neil Bryant (object)
https://majorprojects.acelo.com/?action=view_activity&id=226757

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

Submission for the WestConnex M4-M5 Link EIS

Neil Bryant E:neil_bryant@hotmail.com

I **OBJECT** to the existing plans for the WestConnex M4-M5 Link.

I have significant concerns that have not been addressed by the existing plans for the WestConnex M4-M5 Link. As a resident of Balmain and the parent of two children, who attend Rozelle Public School (one who has been diagnosed with chronic asthma and the other with eczema), I believe that there is little information to reassure my family and other residents that we will not be unduly affected and impacted by construction noise nor potential detrimental air pollutants (such as dust and toxic pollutants).

Therefore, I strongly request and expect the following provisions to be put in place and an action plan to be provided that addresses unexpected and detrimental effects of the construction *per se* and resultant changes to traffic flows:

1. the air quality specifically at Rozelle Public School and more broadly within 500m of the construction site is monitored throughout and after the construction phase of the WestConnex Link;
2. the air quality at Rozelle Public School and within 500m of the construction site is maintained within acceptable environmental limits throughout and after the construction of the WestConnex Link (for example, through the planting of green vegetation to act as a green barrier);
3. that the effect of construction and the resultant ventilation shafts on children and adults with pre-existing respiratory conditions is monitored and minimised or eliminated;
4. the incidence of asthma and other respiratory cases or emotional health problems are NOT increased by construction nor the subsequent environmental or traffic changes resulting from the WestConnex Link;
5. the noise and vibration is not disruptive to student learning and / or mental or emotional health at Rozelle Public School and the classroom acoustics are maintained to ANSI Standards (ANSI S12.60-2002, Acoustical Performance Criteria, Design Requirements and Guidelines for Schools – see http://www.acoustics.com/ansi_education.asp);
6. that noise and vibration from the construction is kept to a reasonable level throughout the night 7pm-7am to minimise detrimental effects to learning for children and young adults, as well as reduced work productivity for adults due to sleep disturbances;
7. all ventilation shafts for Rozelle, Lilyfield and other affected residential areas, must be filtered for PM2.5;
8. that there is no damage on residential homes or the Rozelle Public School as a direct consequence of the construction works;
9. that a traffic plan is developed in conjunction with Rozelle Public School which ensures the safety of the students in walking to and from school or to and from events arranged by the school;
10. that a traffic plan is developed to ensure that there is no detrimental effects for residents to move on and off the peninsula (such as driving or public transport) during peak times;
11. that subcontractors are not increasing the existing parking problems that residents have in parking near their homes by competing for on-street parking.
12. that there is no impact on cycle ways for the community and an action plan is developed to mitigate any disruptions to cyclists and pedestrians around the construction site.

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

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Ventilation: Air pollution

WestConnex proposes two unfiltered tunnel ventilation facilities of unknown heights: one approximately 250m northwest and another approximately 700m southeast of the School.

The area encompassed by these stacks' emissions includes nearly all of the School's catchment area, potentially affecting many, if not most, of the School's children and families. Our children will be exposed to unfiltered emissions while at school, as they walk to and from school, as they play at school, at local parks and where they live. These emissions can lead to adverse health effects.

Air pollution, noise and vibration during construction

Four to five 4 to 5 years of construction works is proposed. This includes constructing the tunnel entrance and exit on Victoria Road approximately 250m from the School, continuing the tunnelling and all associated work including: demolition, storing and moving rock, haulage by trucks and the workforce travelling, parking and more.

Above-ground work is proposed to be undertaken 7am–6pm Mondays to Fridays and 8am–1pm on Saturdays. Tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

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

My major concerns are:

- Impacts on our children's abilities and opportunities to learn and play during these times
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- Impact on our children's sleep, leading to tiredness and difficulty learning.

Soil pollution in construction

Construction could cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and these could be spread throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

I am concerned that constructing and using the M4-M5 Link will endanger our community's safety in many ways. These include:

- Potential safety risks for road users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic
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Other major concerns I have include:

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

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

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Address:

Email:

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

Name:

Jessica Hill

Address:

613 Pine St NZelle

Email:

profenionalcusa@gmail.com

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

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Address: 23 Alvena Ave St Ives

Email: mark@fuertestone.com.au

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

Name: Seb N-K

Address: 7A Park St Rozelle

Email:

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Sydney NSW 2001

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

Name: *RUSSELL HODGKINSON*

Address: *58 CLOVER ST. LILYFIELD.*

Email: *funkustg@bigpond.com.*

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Other major concerns I have include:

lack of filter on exhaust stack!

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

Yours Sincerely,

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

Name: Andy Biddle

Address: 27 High St Salma

Email: andrewbiddle@hotmail.com

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Four to five 4 to 5 years of construction works is proposed. This includes constructing the tunnel entrance and exit on Victoria Road approximately 250m from the School, continuing the tunnelling and all associated work including: demolition, storing and moving rock, haulage by trucks and the workforce travelling, parking and more.

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Other major concerns I have include:

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Yours Sincerely, 

(I ~~allow~~ / do not allow for my personal details to be published)

Name: 

Address: 

Email: 

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

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Please, if the technology exists, use it - spend the money to filter the stacks and allow us all to breathe fresh air. Thankyou

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

Yours Sincerely,

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

Name: SARAH KENNEDY

Address: 33 Belmore Street, Rozelle NSW 2039

Email: kennedy.sarah.jane@gmail.com

NSW Department of Planning and Environment
GPO Box 39
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<https://westconnexactiongroup.good.do/makeyoursubmissiontothewestconnexm4m5eis/Submission-to-WestConnex-New-M4M5/>

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- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

Other major concerns I have include:

Our kids live in this immediate area, so it will impact them 24/7, at school and at home. Please jettison any stades and provide safe access across roads and construction sites. Thankyou

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

Yours Sincerely,

Signature:

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

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

Name:

SARAH KENNEDY

Address:

33 Belmore Street Rozelle 2039

Email:

Kennedy.sarah.jane@gmail.com

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

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

Name: EMILY WALKER

Address: 53 Foucault St Korella NSW

Email: emilykristiane@gmail.com

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Other major concerns I have include:

My son has asthma, allergies
and eczema which will only
be worsened by changes to the environment

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

Yours Sincerely,

Signature: 

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

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

Name: 

Address: 

Email: 

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

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Saturday, 14 October 2017 12:59:04 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
 [REDACTED]
 [REDACTED]

Content:

Dear Sir / Madam,

Reference: Westconnex M4-M5 Submission / Objection

I am writing to lodge my objection regarding the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed. The areas of concern refers to section 28.6:

Overall for "Table 28-6 Environmental risk analysis of key issues".

Table 28-6 says it covers the Environmental risk analysis of key issues. Why are many of the identified risks said to be managed and mitigated by a plan that "will be prepared and will include..." An example is the Construction Noise and Vibration Management Plan. Why hasn't this plan been developed so that we can actually comment on it? This puts the real management measures to be proposed after the project is approved. What influence can we have then?

Table 28-6 Environmental risk analysis of key issues includes for air quality:

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

It then says:

"While the project cannot control the general increase in traffic growth over time and related increase in vehicle emissions, the progressive introduction of more stringent vehicle emissions regulations will continue over the life of the project."

This is an unacceptable statement on the management of a critical risk - air quality. It basically passes the management of poor air quality due to an increase in traffic volume to someone else! Westconnex will say it will be a risk until other laws are settled. How is this an acceptable management of a risk that will impact Rozelle Public School (RPS)?

Table 28-6 Environmental risk analysis of key issues includes for contamination in construction:

"Further investigation of contamination areas will be undertaken and a Remediation Action Plan will be prepared where necessary. Likelihood = Unlikely, Consequence = Moderate, Risk = Low"

Rozelle has been an industrial and power generating area for generations. We know that it is dangerous to grow and eat any vegetables in our gardens. This was on TV on Gardening Australia! The risk of contamination is not low and a Remedial Action Plan is necessary. Where is the Remedial Action Plan?  

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

https://majorprojects.accelo.com/?action=view_activity&id=227513

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

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Yours Sincerely,

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

Name: *Carla Ornsby*

Address:

Email: *carla.pete1@hotmail.com*

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- Rat runs and increased traffic in side streets surrounding the School by drivers seeking to avoid tolls
- Impacts on bus routes and stops on Victoria Road
- Impacts on cycle paths on Victoria Road
- Access to King George's Park and the Bay Run by cyclists and pedestrians

Other major concerns I have include:

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

Yours Sincerely,

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

Name: Celine Gardner
Address: 8 Springside st Rozelle
Email: celine_holland@hotmail.com.

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

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

Thank you for the opportunity to give my feedback on the EIS for WestConnex M4-M5 Link. I outline my major concerns below, particularly those related to the Rozelle Public School.

Ventilation: Air pollution

WestConnex proposes two unfiltered tunnel ventilation facilities of unknown heights: one approximately 250m northwest and another approximately 700m southeast of the School.

The area encompassed by these stacks' emissions includes nearly all of the School's catchment area, potentially affecting many, if not most, of the School's children and families. Our children will be exposed to unfiltered emissions while at school, as they walk to and from school, as they play at school, at local parks and where they live. These emissions can lead to adverse health effects.

Air pollution, noise and vibration during construction

Four to five 4 to 5 years of construction works is proposed. This includes constructing the tunnel entrance and exit on Victoria Road approximately 250m from the School, continuing the tunnelling and all associated work including: demolition, storing and moving rock, haulage by trucks and the workforce travelling, parking and more.

Above-ground work is proposed to be undertaken 7am–6pm Mondays to Fridays and 8am-1pm on Saturdays. Tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

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

My major concerns are:

- Impacts on our children's abilities and opportunities to learn and play during these times
- Impacts on pre-school infants' opportunity to rest during nap-times
- Endangering children's health, increasing their stress, and worsening the impact on those with pre-existing respiratory conditions
- Impact on our children's sleep, leading to tiredness and difficulty learning.

Soil pollution in construction

Construction could cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and these could be spread throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

I am concerned that constructing and using the M4-M5 Link will endanger our community's safety in many ways. These include:

- Potential safety risks for road users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic
- Road closures and heavy construction vehicles making it very difficult for parents and small children to walk to school safely
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Yours Sincerely,

(I allow / do not allow for my personal details to be published)

Name: Abeer Hassan

Address: 16 Wise St Roselle 2039

Email: abeerhassan.16@gmail.com

NSW Department of Planning and Environment
 GPO Box 39
 Sydney NSW 2001

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Yours Sincerely,

(I allow / do not allow for my personal details to be published)

Name: Philip Shelper
Address: 1/2-12 Emily St Rozelle NSW 2039
Email: philip.shelper@gmail.com

NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

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Yours Sincerely,

(I allow / do not allow for my personal details to be published)

Name: S. DETHERIDGE.

Address: 44 QUIRK ST, ROZELLE - 2039.

Email: info@live to sing . com . au .

NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

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Yours Sincerely,

(I allow / do not allow for my personal details to be published)

Name: Beth Hanson
Address: 250 Victoria Rd Rozelle
Email: sunflower1976@hotmail.com

NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

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- Access to King George's Park and the Bay Run by cyclists and pedestrians

Other major concerns I have include:

- BUILDING ROADS INCREASES TRAFFIC
- LACK OF PUBLIC TRANSPORT ALTERNATIVES.
- TAKE TRAFFIC AWAY FROM THE CITY, NOT THROUGH IT.

For the sake of our community, our families, and our children, I hope you will be able to consider and address these important concerns.

Yours Sincerely,

(I allow / do not allow for my personal details to be published)

Name: JAM COOPER

Address: 34 REYNOLDS STREET, BALMAIN, 2041, NSW

Email: JAMCOOPER@ME.COM

NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

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Thank you for the opportunity to give my feedback on the EIS for WestConnex M4-M5 Link. I outline my major concerns below, particularly those related to the Rozelle Public School.

Ventilation: Air pollution

WestConnex proposes two unfiltered tunnel ventilation facilities of unknown heights: one approximately 250m northwest and another approximately 700m southeast of the School.

The area encompassed by these stacks' emissions includes nearly all of the School's catchment area, potentially affecting many, if not most, of the School's children and families. Our children will be exposed to unfiltered emissions while at school, as they walk to and from school, as they play at school, at local parks and where they live. These emissions can lead to adverse health effects.

Air pollution, noise and vibration during construction

Four to five 4 to 5 years of construction works is proposed. This includes constructing the tunnel entrance and exit on Victoria Road approximately 250m from the School, continuing the tunnelling and all associated work including: demolition, storing and moving rock, haulage by trucks and the workforce travelling, parking and more.

Above-ground work is proposed to be undertaken 7am–6pm Mondays to Fridays and 8am–1pm on Saturdays. Tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of or their entire primary school education - during the entire time that our children are present on school grounds or at home.

My major concerns are:

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- Impact on our children's sleep, leading to tiredness and difficulty learning.

Soil pollution in construction

Construction could cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and these could be spread throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

I am concerned that constructing and using the M4-M5 Link will endanger our community's safety in many ways. These include:

- Potential safety risks for road users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic
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Other major concerns I have include:

(TILLY)
WAS TOLD TODAY BY WOMAN WHO WAS
STUCK IN TUNNEL ON WAY TO CITY
AND FUMB (CAUSED) ~~H~~ BLOOD TO COME
OUT OF HER BYRE ~~&~~ NOSE !
IN TUNNEL

For the sake of our community, our families, and our children, I hope you will be able to consider and address these important concerns.

Yours Sincerely,

(I allow / do not allow for my personal details to be published)

Name: WANDA FOULSTONE

Address: 8 COOK ST ROZELLE 2039

Email: ————— 9810 2711

NSW Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

<https://westconnexactiongroup.good.do/makeyoursubmissiontothewestconnexm4m5eis/Submission-to-WestConnex-New-M4M5/>

Feedback on EIS for WestConnex M4-M5 Link (Application Number SSI 16 7485)

Thank you for the opportunity to give my feedback on the EIS for WestConnex M4-M5 Link. I oppose the project and outline my major concerns below, particularly those related to Rozelle Public School (the School) as a sensitive receptor.

Ventilation: Air pollution

WestConnex proposes unfiltered tunnel ventilation outlets of unknown heights: one approximately 250m northwest and three others approximately 700m south of the School. At present there is insufficient detail or evidence of analysis to determine the impact to the children at the School. Please provide the following:

- An analysis of current traffic volumes at 9am, noon and 3pm on Victoria Road adjacent to the school, and projected traffic analysis for school days both on Victoria Road adjacent to the School, and for both a tolled and toll-free Iron Cove Link tunnel adjacent to the School, at 9am, noon and 3pm, by commercial and non-commercial vehicle type,
- Evidence of current air pollution levels at the School from 9am, noon and 3pm for all school days in the past year, and the projected levels of air pollution at the School post-construction at 9am, noon and 3pm on day one, year one, year five and year ten, including carcinogenic diesel particulates, PM 2.5 particulates, and any other relevant measurement,
- Details of the prevailing wind and other relevant weather conditions at the School for each day in the past year,
- The final design of the 4 ventilation shafts proposed for Rozelle, including the height, diameter, façade and exact location, and a commitment that all ventilation shafts in Rozelle will be filtered for PM2.5,

Air pollution, noise and vibration during construction

Four to five years of construction works is proposed, including work as close to the School as Wellington Street, constructing the Iron Cove Link tunnel entrance and exit on Victoria Road approximately 250m from the School, with tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of their entire primary school education - during the entire time that our children are present on school grounds or at home.

Please provide a construction plan to include specific commitments and plans to:

- Limit negative impacts on our children's abilities to learn and play during these times,
- Eliminate noise at pre-school infants' nap-times and during tests at the School
- Minimise the impact of construction children's physical health, stress levels, and the impact on those with pre-existing respiratory conditions,
- Ensure children living within 500m of construction are able to receive full nights of sleep, as lack of sleep leads to tiredness and proven difficulty learning.

Soil pollution in construction

Please provide specific plans that ensure that construction will not cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and specific plans to eliminate the spread of soil contaminants throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

At present there is insufficient traffic management detail to ensure the safety to the children at the School both during construction and operation. Please provide the following:

- A traffic plan concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road and footpath users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic,
- Details of traffic modelling concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road users, including buses, pedestrians and cyclists during operation whilst the Iron Cove Link is toll-free, and if the Iron Cove Link is tolled in future, including any potential rat runs created by road users avoiding tolls,
- A traffic plan to maximise our children's health and safety and ability to walk to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park, and the School swim carnival at Drummoyne pool,
- Details of the impacts on bus routes and stops, and cycle paths and footpaths within 500m of construction, including but not limited to Victoria Road during construction and operation,
- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

Other major concerns I have include:

POISONING OUR CHILDREN - THE COUNTRY'S FUTURE
LEAVE THEIR PARKS ALONE.
WILL NEVER USE TURNBULL - POTENTIALLY
DANGEROUS & AIR QUALITY IS DANGEROUSLY LOW.
AIR QUALITY(?) SHOULD BE MONITORED. SOME
LUCKY FOLK HAVE ALREADY SOLD & LEFT TO GREENER

For the sake of our community, our families, and our children, I hope you will be able to consider and address these important concerns.

Yours Sincerely,

Signature: *Wanda Foulstone*

I allow / do not allow for my personal details to be published.

I have not made a reportable political donation over \$1000 in the past 2 years.

Name: *WANDA FOULSTONE*

Address: *8 COOK ST, ROZELLE*

Email:

2039

Submission from:	Submission to:
Name:..... <i>Wanda Pearstone</i>	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature:..... <i>Wanda Pearstone</i>	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: <i>8 Coon St</i>	Application Name: WestConnex M4-M5 Link
Suburb: <i>Rozelle</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**

- o *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.*
- o *Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects ?*
- o *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.*
- o *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.*
- o *The EIS acknowledges that extra construction traffic will add to travel times across the Inner West and have a negative impact on businesses in the area. No compensation is suggested. These impacts are not been taken into account of evaluating the cost of WestCONnex.*
- o *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.*

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: WANDA FOULSTONE

Signature: Wanda Foulstone

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: 8 COOK ST

Suburb: ROZELLE 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 Name: WestConnex M4-M5 Link

- ❖ Heritage items - Camperdown. The EIS also acknowledges that the use of a rock-breaker at the outer extents of the project footprint will affect 73 residences, with five heritage items identified as having the potential to be within the 'minimum safe working distance'. While some mitigation 'considered', it is not mandated and the requirement to mitigate is limited to 'where feasible and reasonable'. The mitigation proposed seems in any event to comprise letter-boxing residents about the likely impacts! The protection of heritage items should be mandated, not just considered and there should be a strict requirement to protect such heritage items.
- ❖ EIS is Indicative only - Pyrmont bridge Road site - The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. This is because the EIS states 'the detail of the design and construction approach is indicative only' and is subject to 'detailed design and construction planning to be undertaken by the successful contractors.'
- ❖ The EIS gives no information about changes to traffic increases entering the Sydney CBD caused by the Westconnex. Duncan Gay when asked about this, in connection to huge increases of traffic predicted to enter the city from Westconnex at St Peters, would only say that traffic would disperse! So thousands of extra vehicles would magically disperse - where? There is no plan for this. RMS has only just started work to identify which roads will need to be upgraded to deal with these vast numbers of extra vehicles entering the city. So it is impossible to form an understanding of the true Environmental impacts of this project - which is the very purpose of an EIS.
- ❖ While the Rozelle interchange remains committed to be opened in December 2023, the design is so preliminary and so complex that it needs to be treated as another stage of the project to ensure that potential private sector funders are willing to invest, knowing they can heavily modify and/or defer the Rozelle Interchange.
- ❖ The removal of Buruwan Park for road widening and the realignment of the Crescent is a particular loss of badly needed parkland. This park was established as a nature corridor and a buffer to shield the local residents from City West Link, there are mature trees on this site, it was not intended as a children's recreational area with play equipment, the description in the EIS is inaccurate. Buruwan Park also has a main cycle route running through it. The alternative route being suggested is poor and takes no account of encouraging cycling as a mode of transport. The alternative routes are based on distance only and take no account of time taken or topography. Had this been done then this would have changed the assessment for the removal of the existing cycle/walkway bridge over the City West link. There is also no mention of this bridge being replaced after construction of the Westconnex. This is not acceptable.