

**From:** [REDACTED]  
**Sent:** Tuesday, 10 October 2017 5:16 PM  
**To:** [REDACTED]  
**Subject:** FW: Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

Hey [REDACTED]

Please see below submission.

Regards,  
 [REDACTED]



Planning &  
Environment

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**From:** H MORGAN-HARRIS [mailto:campaigns@good.do]  
**Sent:** Tuesday, 10 October 2017 12:32 PM  
**To:** DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

I STRONGLY OBJECT TO UNFILTERED STACKS IN OUR COMMUNITY OF ST PETERS I STRONGLY OBJECT TO YOU POISONING US THE RESIDENTS OF ST PETERS HAVE ALREADY HAD TO ENDURE YOU DESTROYING A LARGE PART OF OUR NEIGHBOURHOOD, INCESSANT NOISE, DUST, DAYTIME DISRUPTION DUE TO CLOSED ROADS AND THAT DREADFUL SMELL WHILE YOU CARRY OUT THIS PROJECT. NOW YOU WANT TO POLLUTE OUR SUBURB PERMANENTLY? It is gobsmacking that in this day and age you think it is acceptable to blatantly increase pollution which we all know is carcinogenic, using cost as an excuse. The whole project is a disgrace, a blatant misuse of public money, a complete disregard for the incredible impact it has had on people's lives – destroying homes, disrupting communities, not to mention what is to come once it is all finished and traffic in the inner west increases on our already clogged, narrow streets. WestCONnex will NOT solve the traffic flow issues that it tries to make us believe that it will. It is NOT the answer. DO NOT BUILD UNFILTERED STACKS IN OUR COMMUNITY FIND ANOTHER WAY TO DEAL WITH THIS ISSUE PROPERLY

\_\_\_\_\_ This email was sent by H MORGAN-HARRIS 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 H provided an email address (babelfishconsulting@gmail.com) which we included in the REPLY-TO field.

Please reply to H MORGAN-HARRIS at babelfishconsulting@gmail.com.

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

Catherine Gould  
 10 Marion St  
 Haberfield NSW 2045  
 3 October 2017.



I declare I have not made any reportable political donations.

Department of Planning  
 Received  
 10 OCT 2017  
 Scanning Room

Re: The M4/M5 EIS

I submit this objection to the WestConnex M4-M5 Link Proposal in the EIS Application SS1 745 for the following reasons and ask that the Minister reject the application.

I OBJECT because the building of privatised tollroads in preference to extensive, well networked public transport is a poor use of taxpayer's money. Well designed public transport has been proven to move large numbers of people more quickly and efficiently than private cars, with far fewer negative effects on health and the environment.

I OBJECT because I live in Haberfield and I have had first hand experience of living in a community that has already been negatively impacted by the noise, pollution and disruption of WestConnex construction and this EIS indicates a further 6 years of construction for Haberfield residents and businesses.



I OBJECT because of ~~the~~ further loss of trees and heritage houses is planned for M4-M5 Proposal. Thousands of trees and hundreds of houses have already been lost, depleting the visual and health environment for birds & humans. ~~also~~

I OBJECT because of the inclusion of unfiltered ventilation stacks near schools, early childhood centres, aged care facilities and other places where vulnerable people live, work and learn.

I OBJECT because of the extensive use of tunneling in this project, sometimes ~~under~~ under old, heritage buildings. It has been difficult to date to seek redress for cracking in buildings where Westconnea has tunneled. The M4-M5 link will pitch homeowners against large corporations who will resist paying compensation. The tunneling underneath Rozelle is particularly concerning, as it is in three layers. This type of tunnelling is unprecedented and poses a risk to the heritage homes and buildings of Rozelle.

I OBJECT because I was a resident of outer Western Sydney for 25 years and

I have had extensive experience of commuting to work across western Sydney. Tollroads in the M4-M5 link will increase the economic burden for residents of western Sydney. Better public transport and parking in key public transport hubs will move people more quickly and efficiently across Sydney.

I OBJECT because I am very concerned about the negative social and economic impacts on areas such as St Peters and Newtown, where traffic will be sent towards Euston Road and King Street.

These lively commercial and residential centres will experience disruption of business and street life.

I ask you to reject this proposal on the basis of these negative impacts. I ask that further consultation be made with traffic and public transport experts about more efficient and effective ways to move people around Sydney with consideration to the negative social, health and environmental impacts of this proposal.

Yours sincerely  
Catherine Gould.

Denis-Lloyd ALLISON, 5/6 Chandos Street. ASHFIELD NSW 2131 8 October, 2017

Attention Director

Infrastructure Projects, Planning Services

Department of Planning and Environment

Application Number SSI 7485

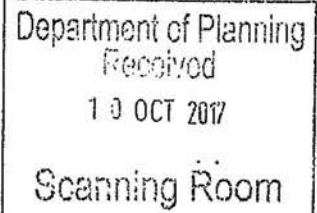
GPO Box 39 Sydney NSW 2001

Dear Sir/Madam

WestConnex M4-M5 Link



PCU072583



I refer to the above.

Please see my letters to the Inner West Courier regarding the provision for bicycles, and the gradual removal of bicycles access from the M4 Motorway east of Church Street, Parramatta. I understand that parts of this section of the road has had bicycle access restored, but do not know which sections, but bicycles not allowed on this road east of Homebush Bay Drive Interchange, as it will start to go down in the tunnel. I heard that the cycleway underneath the viaduct between the railway overpass and Good Street, Granville will be restored.

As said in one of the letters to the Inner West Courier, the majority of this road will be in tunnels which provide a prohibitive if not prohibited environment for cyclists.

Commendably, a separate pedestrian/cycleway was provided along the M5 route between Beverly Hills and Bexley North, back in 1999, plus cyclists could use the shoulder of this section of road, until the widening in 2015 wiping out the shoulder and bicycle access on this part of M5. However, the the alternative cycleway crosses Kingsgrove Road which the M5 avoids in the form of an overpass.

Also enclosed is the map of the present and proposed cycleways. While the present pedestrian/cycleway links seem good, they often cross busy roads and even go along these roads, coming in conflict with parked motor vehicles. It is hoped the future cycle links if ever built will avoid the problems of the busy roads mentioned. Consideration should be given to separating cyclists from pedestrians on the above mentioned links. That has been done along one of the expressways in Adelaide's Southern Suburbs when the road was built in the late 1990s, with a separate cycleway away from pedestrians.

Notwithstanding the above, the continual building of motorways, especially without shoulders and in long tunnels, which bicycles cannot use as said in my letters to the paper, should be questioned. That helps generate extra motor vehicle traffic. I am pleased that cyclists may use motorways, where shoulders/breakdown lanes exist in NSW, and future rural motorways will include these shoulders such as the M1 on the North Coast.

My other concern is that the roads in the enclosed map with existing and planned cycleway, will become busier due to the extra traffic generated by M4 M5 Link Motorway, plus motor vehicle traffic will use these roads in order to avoid the hefty tolls on the M4/M5 Link. Why not follow the Victorian Roads Department, by building separate cycleways along its new motorways both with and without tolls. This also has been done on the M7 cycleway along its entire length between Winston Hills and Prestons

Yours sincerely

Denis Lloyd ALLISON





Figure 14.1

## Indigenous business research

ABORIGINAL and Torres Strait Islander academics are kickstarting their careers with an accelerated program at the University of Sydney.

Former NRL star Per Knight is among five fellows embarking on cutting-edge research with the Winge Mura Leadership Program.

The five-year scheme supports early career academics with a career development plan, mentoring and teaching opportunities as they complete their PhD studies.

Mr Knight, who grew up on an Aboriginal mission in Condobolin before playing in the NRL for Balmain and the Canberra Raiders, is the first indigenous PhD candidate in the university's Business School.

His studies focus on factors that underpin successful indigenous businesses using case studies from the Wiradjuri nation in NSW.

He hopes to develop a model to guide other Aboriginal and Torres Strait Islander-run enterprises.

"Indigenous Australians go into business for different reasons than mainstream business owners, particularly in social or community enterprises," Mr Knight said. "It's not really based on the commercial world of profits and loss."

Mr Knight said indigenous Australians needed a business structure that allowed them to educate themselves about financial literacy from an indigenous world view.

# Yes I no



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## joint the debate

### Cyclists forced to take detours to avoid M4

I write regarding the letters concerning WestConnex and the provisions for cyclists (Your Say, April 19).

WestConnex has closed bicycle access on all of the M4 from Church St, Parramatta, to Concord Rd, Concord, from May 2015 for widening to four lanes each way from Church St to Homebush Bay Drive, Homebush, and then east in a tunnel three lanes each way to Haberfield.

During the closure of bicycle access on this stretch of road, WestConnex published a long, meandering bicycle route, particularly east of Silverwater Rd.

Since the opening of the then F4 in stages from 1982 between Concord and Mays Hill, I have often ridden my bicycles on this part of the road, until the placing of the toll booths between Silverwater Rd and James Ruse Drive in May 1992, and the conversion of the shoulder to an extra traffic lane between James Ruse Drive to Church St in April 1998. Since then, bicycles have been banned on this part of the M4.

With the former, cyclists including myself have defied the ban and ridden through the toll plaza. In the case of the latter, the cycleway underneath the viaduct was not built until 2003.

Now this cycleway has been severed by the placement of poles for the extra two-lane viaduct, with cyclists being forced to detour on local streets, between the railway overpass and Good St, Granville.

In view of the above, it is no wonder there have been thousands of objections to the WestConnex project, and the extra traffic it will

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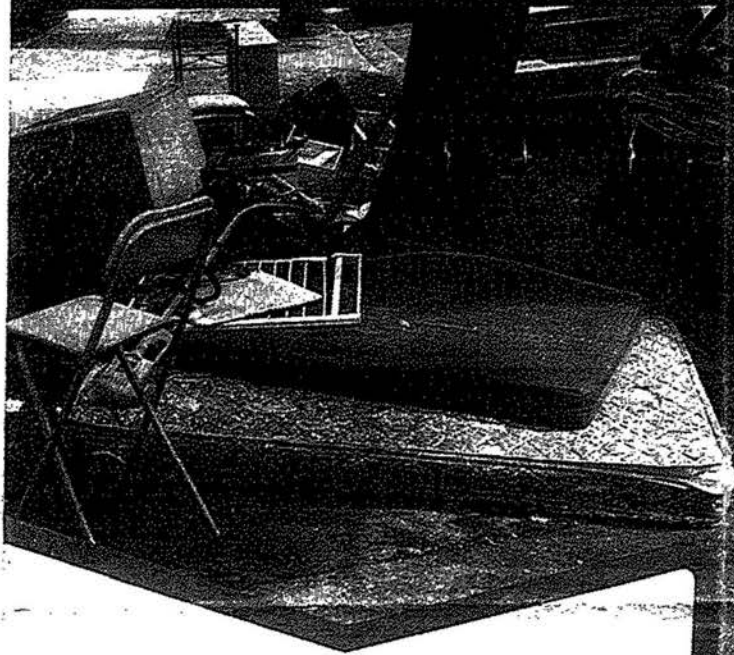
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GPO Box 7002,  
Sydney, NSW, 2001

LETTER OF THE WEEK

# Picture of poor health



I WISH to complain about the condition of our town. Homebush is now a ghetto. There are piles of rubbish on the footpath and nature strip on Burlington Rd, and you have the proof in the photos attached. I wrote and complained to Strathfield Council about rubbish in front of a unit on The Crescent and I never got a reply. Why does the council not get onto the body corporate of the offending units? I can only hope for a clean Strathfield municipality, which at one time was a good place to live.

**Gerald Flavin, Homebush**

create, particularly off this road, with the introduction of the high tolls to help pay for the \$17 billion project. Another "white elephant" like the Cross City and Lane Cove tunnels.

Lloyd Allison, North Strathfield

## Collection needed

YOUR article "Dumped trolleys a health hazard" (April 19) exposed a growing plague in many suburban streets and parks across Sydney, in particular where there is high density.

Many residents in these newer suburbs are fortunately walking rather than driving to shopping centres. However, many then wheel their groceries home in trolleys and then dump them in front of their apartment complex.

The Rhodes peninsula is a great example of this growing problem. In a meeting with Rhodes Waterside management, the council and residents, Rhodes was described as a ghetto. On the contrary, Rhodes is a fantastic vibrant suburb with an outstanding quality of life.

However, it is true that Rhodes Waterside and the retail operators need to do more to stop trolleys leaving the shopping centre, and when they do ensure there is an efficient and well resourced collection system.

A survey of residents our news service conducted last week strongly supported more accountability on Rhodes Waterside, but also supported fines on lazy residents who dump their trolleys in local streets.

There is no simple solution, but with effort, council, retail operators and residents can tackle this growing problem.

**Andrew Ferguson, vice-president, Rhodes Multicultural Community Association**

must include the writer's full address (only the suburb is published) and a daytime phone number for verification. Letters should be submitted on the condition that NewsLocal Newspapers, as publisher of the Inner West Courier, may edit and has the right to publish in electronic form. Responsibility for all election comment in this issue is taken by Kathy Lipari, 2 Holt St, Surry Hills, 2010.

ES

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## Bicycles cannot safely and legally use this road as the majority will be in tunnels ... an unpleasantly claustrophobic environment

DL (Lloyd) Allison, North Strathfield

## The whole sorry saga shows the Baird Government doesn't care about fairness, transparency or honesty, nor the people of the inner west

Summer Hill state Labor MP Jo Haylen

### Don't forget bikes

I REFER to the "Traffic congestion to get worse" (*Courier*, Oct 4).

Another factor in solving the traffic congestion which has been overlooked is bicycles. This will not be solved by building more major motorways such as the WestConnex.

Bicycles cannot safely and legally use this road as the majority will be in tunnels which will provide an unpleasantly claustrophobic environment for cyclists. Details of the alternative routes to the WestConnex have not been provided for cyclists. Furthermore, the short car trips mentioned in the *Courier* on this page could easily be done by bicycles.

When I was working at Camperdown Fitness, Camperdown for five years until I retired last November, I usually rode my bicycles from home to this workplace, which took me from 30 to 60 minutes for the 10km trip, depending on the roads I travelled on and the three bikes I used (road, hybrid

and mountain bikes). I have used Parramatta Rd a few times, but usually avoided this road.

Could the road and traffic planners take this into consideration instead of building the WestConnex and other monstrous motorways which bicycles generally cannot use.

DL (Lloyd) Allison, North Strathfield

### WestConnex 'stupid'

STREWTH, Bob Moore (Your Say, Oct 25), where in my letter did I say the WestConnex is "needed"?

I'm actually on the record in these very pages as describing it as "stupid". Yes, there's no doubt that inner westies are buying more cars because they are "affluent" as you say, but then they do have to drive and park that second and third Audi somewhere. And woe and behold politicians who fail to meet the demands of the rich!

Of course, public and active transport would be better, and I'm also on record as an enthusiast for metros - like the western one



Bicycles offer an alternative solution.

through the Bays Precinct and on to Parramatta now once again being actively considered.

Last time that was on the table it attracted Nimby protests too - from Greens MP Jamie Parker, most of the ex-Leichhardt Council as well as all the usual property

warriors. As soon as that lot get bored with being arrested at WestConnex sites, they'll turn their attention to the metro again, in fact, Jamie's party already has.

But I trust all true supporters of non-car transport won't stand with them this time, will they?

Russell Edwards, Drummoyne

### Baird's sorry saga

I WAS kicked out of Parliament for sticking up for the hundreds of residents whose homes were acquired for WestConnex. After more than 1000 days, the Baird Government released the Russell Review, which shows that they knew all along that the WestConnex acquisition process was unfair.

I'm glad the Government is finally taking steps to clean up this flawed process. But in my opinion the whole sorry saga shows the Baird Government doesn't care about fairness, transparency or honesty, nor the people of the inner west.

Summer Hill state Labor MP Jo Haylen

### Five Dock painful

DAVID Martin reckons slowing down the traffic to 30km would have more advantages in the future if implemented.

Anyone in his or her right mind would stay out of Five Dock due to it having become a disaster area, not worth the bother going shopping in that place because it has nothing interesting to offer.

I seem to go quicker to Ashfield or Burwood on side roads than going through Five Dock and that is the reason I am staying away.

Hubert Schneider, Five Dock

### Thanks for kindness

THANK you to the residents who came to my assistance and called for an ambulance after I had a fall on Norton St in Leichhardt last Thursday (Oct 27).

I am 76 and tripped over some bad paving ... I am truly dumb-founded at how nice people are. I will never forget their help.

Iris Kennedy, Ashfield

# Traffic congestion to get worse

Forecasters predict growth in vehicle registrations will continue creating headaches for commuters

Jim O'Rourke

THE population boom across the inner west has led to a massive growth in car ownership, putting more pressure on roads already choked with traffic.

And forecasters say it is only going to get worse.

With average peak hour speeds as low as 19km/h on important commuter routes and travel times growing, population predictions show the number of people living in the area will jump by more than 58,000 in the next 10 years.

Latest NSW Government figures show that total vehicle registrations have jumped by an average of 23 per cent in the decade since 2006 across the Inner West, Burwood, Canada Bay and Strathfield local government areas.

At the same time the population has risen by more than 60,800 - up 20 per cent.

Registration statistics from Roads and Maritime Services show that in 2006 there were 175,395 vehicles registered across all inner west local government areas.

By June 30, this year, the number of vehicles registered to addresses in the inner west rose to 216,039. That is about 1.5 vehicles for every household.

RMS' latest Roads Report for the three months ending August 31, showed that car

Vehicle registrations 2006-16				
Council area	Q2 2006	Q2 2016	Increase	% Increase
Burwood	20,795	24,872	4,077	19.61%
Canada Bay	45,951	60,002	14,051	30.58%
Strathfield	19,809	24,386	5,077	25.63%
Inner West	88,840	106,279	17,439	19.63%
Totals/Average	175,395	216,039	40,644	23.17%

Population 2006-16				
Council area	Population 2006	Population 2016	Increase	% Increase
Burwood	32,199	38,850	6,651	20.66%
Canada Bay	68,869	90,850	22,541	33.00%
Strathfield	33,030	41,250	8,220	24.89%
Inner West	167,602	190,500	22,898	13.66%
Totals/Average	301,140	361,450	60,310	20.03%

Travel times key roads			
Destination	Distance	2012	2016
● Harris St from Pyrmont to Chippendale	1.1km	3 mins	4 mins
● Liverpool Rd from Ashfield to Bankstown	11km	26 mins	36 mins
● Parramatta Rd from Ashfield to Concord	3.5km	14 mins	13 mins
● Victoria Rd from Rozelle to Hunters Hill	4.4km	8 mins	9 mins
● City West Link from Rozelle to Haberfield	9.5km	9 mins	11 mins

Data sources:  
RMS registrations  
of all vehicle types  
(including trailers) June 2006  
compared to June 2016.  
Australian Bureau  
of Statistics and  
Planning NSW

Projected population 2026			
Council area	Projected 2026	Increase on 2016	Projected
Burwood	49,360	10,300	26.61%
Canada Bay	109,900	19,050	14.96%
Strathfield	55,800	14,650	25.82%
Inner West	210,700	20,200	10.60%
Totals/Average	419,650	68,200	16.10%

commuters going home from work using Liverpool Rd from Ashfield to Bankstown had to put up with PM peak speeds averaging 19.5km/h.

This 11km stretch of the road took an average of about 36 minutes.

The average travel on the same stretch of road in 2012 took 26 minutes.

On Harris St between Pyrmont and Chippendale, motorists putter along at 22.1km/h in the afternoon rush hour, taking close to

four minutes to make the 1.1km journey.

Four years ago the same journey took three minutes.

Drivers using the City West Link between Rozelle and Haberfield currently average 35.8km/h in what is a 70km/h speed zone.

It takes them nearly 11 minutes to travel five kilometres compared to eight minutes and 40 seconds in 2012.

There was an improvement of a minute in the last

four years in the travel time on the 9.5km Ashfield to Concord section of Parramatta Rd.

But the average PM peak speed was 37km/h.

Fears that a rise in the number of vehicles in the inner west will add to traffic snarls have prompted calls for transport planners to encourage more use of public transport.

Motorists' lobby group NRMA said while it supports construction of new roads

such as the 8.3km WestConnex to reduce congestion, getting more people on to buses and trains will help.

"The unfortunate reality is that we have largely been playing catch up football with infrastructure development," spokesman Peter Khoury said.

"Major motorways that should have been built decades ago are only now being built. The same applies to public transport.

Mr Khoury said parking

should improve at stations like Ashfield and Strathfield.

A RMS spokesman said while travel times have increased on some routes new measures have been installed to reduce congestion including new electronic message signs along Victoria Rd and the City West Link.

The spokesman said WestConnex is expected to accommodate for thousands of vehicles.

**f How has traffic changed in your area?**

Inner West Census Missing Data 4, 2016



Submission to Planning Services, Department of Planning  
GPO Box 39  
Sydney NSW 2001  
Att: Director, Transport Assessments



Re: Application Number: SSIN 748WestConnex M4-M5 Link

Dear Sir,

Further to the release of the EIS, I wish to submit the following:

The proposed M4-M5 link is totally unsatisfactory in delivering the original aim of the WestConnex project, to connect Port Botany and Sydney Airport with Sydney's western suburbs. In particular, the route proposed via Rozelle is completely unnecessary and inefficient, in contrast, for example to an upgrade of the A3, and a possible connection of the City West Link to the Cross City Tunnel, bypassing the Anzac bridge.

The proposed Rozelle exit will deliver a projected increase of 60% in daily traffic to an already congested route across the Anzac Bridge, and encourage traffic into the CBD, which should be served by public transport, not private vehicles.

Several local issues raised in the EIS are of major concern to my Rozelle household:

- The unfiltered pollution stacks at the Rozelle Goods Yard and on Victoria Road pose unacceptable health risks to Rozelle, Lilyfield and Annandale, much of which is at a height to be directly affected by exhaust from these stacks.
- Should the Western Harbour tunnel go ahead (and that appears the only apparent justification for a diversion of the M4-M5 link via Rozelle at all), more portals would deliver pollution to the Balmain/Rozelle peninsula.
- The removal of Buruwan Park to accommodate the widening realignment of the Crescent is an encroachment on much needed inner west parkland. Possible parkland in the Rozelle Railyards may not become a permanent fixture, as the same area has also been promised for residential development as part of the Bays Precinct. Furthermore, the value of the parkland flanked by the City West Link and studded with pollution stacks is very poor.
- The noise, traffic movements and pollution caused in the construction and operational phases are to be borne by residents in an already busy area. Of particular concern are the siting near schools of portals and increased rat runs.





Finally, the fact that the EIS is based only on a concept plan, which may not closely resemble the eventual project if delivered, means that the process of public consultation is hopelessly flawed.

Yours sincerely,

Kim Zegenhagen,

A handwritten signature in black ink, appearing to read 'Kim Zegenhagen', written over the printed name.

10 Norman Street,

Rozelle, NSW, 2039.

**Declaration:** I have not made any reportable political donations in the last two years.

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

**Attention:** Director, Transport Assessments

**Application Number:** SSI 7485

**Application Name:** WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Date: 23/09/17

Address: [REDACTED]

Suburb: [REDACTED]

Postcode: [REDACTED]

**I OBJECT TO THIS Environmental Impact Statement (EIS). My reasons are as follows.**

There is a lack of strategic justification for the project. No feasible alternatives have been developed or assessed.

This EIS is a strategy-only document. It does not commit to any design and it therefore does not address any local impacts created by the proposed M4-M5 Link. Instead, it prepares the pathway for the sale of the Sydney Motorway Corporation (SMC) to the private sector, which would remove from the Government the responsibility, oversight and control of the final design, cost and implementation of the M4-M5 Link.

Importantly, the M4-M5 Link fails to meet the primary objectives of providing a direct motorway connection between Western Sydney and Sydney Airport and Port Botany.

While the Rozelle Interchange is supposed to be opened in December 2023, the design is so preliminary and so complex (and would be incredibly expensive if it were to proceed) that it should be treated as a separate stage of the project to ensure that potential private sector funders are willing to invest in it.

There will be major impacts on the Anzac Bridge (projected 60% increase in daily traffic) and the CBD. The EIS forecasts major impacts on bus travel times and reliability.

The EIS does not adequately account for impacts on health and air quality. Very concerning, it identifies an additional five (5) unfiltered ventilation stacks to be constructed in Rozelle/Lilyfield. Additionally, local surface roads will be widened and traffic volumes will increase – with associated increased air quality risks.

In summary, the EIS treats the public – our communities – with contempt. It offers no final design, no commitment to improved transport and only vague and unreliable traffic modelling.

If the M4-M5 Link proceeds, the people of the affected inner west suburbs – and indeed in wider Sydney – will have a highly destructive, intrusive motorway that escalating tolls will make extremely unpopular, and therefore avoided wherever possible. In turn, this will inevitably create traffic congestion in smaller, local streets.

I believe the real purpose of this EIS is to get NSW Government approval so that the opportunity to design, build, operate, maintain and put a toll on the road can be sold to private investors – a process completely outside of the scrutiny of the public (taxpayers) who will bear the ill-effects on their various communities for decades to come.

**I call on the Secretary of NSW Planning to advise the Minister to reject this entire EIS and re-write it prior to any further work on the other sections of WestConnex continuing.**

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

Attention Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

Postcode: [REDACTED]

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

1. The EIS states that property damage due to ground movement "may occur" further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement is lessened** where tunnelling is more than **35 metres underground**. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are astonishingly shallow eg **John St at 22metres Hill St at 28metres Moore St 27metres. Piper St 37metres(Vol 2B Appendix E Part 2) Catherine St at 28metres(Vol 2B Appendix E Part 1)**. At these shallow depths, the homes above would indisputably sustain serious structural damage and cracking. Without provision for full compensation for damage there would be no incentive for contractors or Roads and Maritime Services to minimise this damage.
2. It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With **four unfiltered emissions stacks** in the area plus a **large number of exit portals**, the residents of this area will suffer greatly from **poisonous diesel particulates**. As you are no doubt aware, the World Health Organisation in 2012 declared diesel particulates carcinogenic. "As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments. As Education Minister Rob Stokes declared in 2017, "No ventilation shafts will be built near any school"
3. Rozelle Rail Yards will have 400 car parking spaces provided for workers(EIS). The daily workforce for these sites is stated to be approximately 550. This means that there will **be 150 vehicles** will need to park in **nearby local streets** which are already over-subscribed during weekdays by commuters taking the light rail.
4. Rozelle Interchange and surrounds will experience **increased traffic with associated noise and air pollution**— most particularly at the Crescent, Johnson St and Catherine St, Annandale and Ross Street Glebe. These streets are already highly congested at peak times and with a massive number of extra truck movements and traffic associated with construction will become gridlocked during peak times.
5. The removal of spoil from the Rozelle Rail Yards will lead to **the largest number** of Spoil truck movements on the entire Stage 3 project: 517 Heavy truck movements a day, of which 46 are stated to take place during Peak hours. This leads to extra noise and air pollution in this area.
6. The **removal of Buruwan Park** between The Crescent and Bayview Crescent/Railway Parade, Annandale to accommodate the widening realignment of the Crescent would be a direct loss of much-needed parkland in this inner city area. Further, Buruwan Park lies on a major cycle route from Railway Parade through to Anzac Bridge, UTS and the CBD.
7. Unacceptable noise levels will accompany the construction of this massive interchange. No analysis has been provided of the magnitude of increased noise pollution in this area.  
There will also be disturbance of soil which may be thick with contaminants such as lead and asbestos(as was the case in St Peters.) You made no provision for the safe removal of these toxic substances in St Peters and I do not see any provision in the EIS for their safe removal in this area.



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

After studying the massive EIS document I wish to register my strong objections to this entire project for numerous reasons.

1. The EIS was released just 12 days after the closing date for submissions to the Concept Design. This proves the Concept Design and the submissions were a sham. There were hundreds of posts on the interactive map and there were over thousand written submissions. There is no way these submissions could have been read, evaluated, their points integrated, and the 7500 page EIS edited, printed, checked and distributed in 12 days. The EIS was obviously prepared prior to the closing of submission to the Concept Design. This is a total abuse of the NSW Planning Laws.
2. The original stated objective of Westconnex had as its fundamental objective the connecting to Port Botany. The original objective was the improvement of freight access to the Airport and Port Botany. Stage 1, 2 and 3 do not achieve this goal and this is not addressed in the EIS.
3. It is stated that the hugely expensive Stage 3 M4/M5 link is required as a link between the two motorways. This is totally untrue. The A3 is the primary eastern link between the two motorways and it is described in the State Road network system as the M4- M5 Connector.
4. The introduction of the EIS clearly states that the information in the EIS is "indicative" of the final design only. The reality of this statement means that the project may be completely different to stated plans in the EIS. Furthermore although the EIS indicates what is to be expected when construction begins, it also states that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed upon. This may result in major changes to the project design and construction methodologies. The community would have no say in this process.
5. The most highly effected area of Stage 3 will be Rozelle with the massive and complex interchange. Nothing like this has been built anywhere else in the World and it is highly questionable as to whether it can be built at all in the form outlined in the EIS. The EIS does not show any detailed plans as to how this will be achieved. There are no constructional details at all, what is shown is a concept only, this is totally unacceptable.
6. Rozelle Rail Yards will have 400 car parking spaces provided for site workers(EIS). The daily workforce for these sites is shown to be approximately 550. This means that 150 vehicles will need to park in nearby local streets which are already at full capacity during weekdays from commuters parking and taking the light rail.
7. There will be 517 Heavy truck movements a day, of which 46 are stated to take place during peak hours from the Rozelle Rail Yard the largest amount of spoil truck movement on the whole of Stage 3. This will lead to a vast amount of extra noise and air pollution in this area. There will also be disturbance of soil in the old Rozelle Goods Yard which will be heavily contaminated with toxic substances. It is highly probable that there will be lead and asbestos. (as was the case in St Peters) You made no provision for the safe removal of these toxic substances in St Peters and the EIS makes no provision for their safe removal in this area.
8. The EIS states that property damage due to ground movement "may occur. It states that subsidence may occur along tunnel paths due to tunnel excavation and water drawdown. The risk of ground movement and subsidence is greater where tunnels are less than 35 metres underground. The planned Inner West Interchange proposes tunnels in that area which are a great deal less than 35metres. The same is true for areas of Rozelle where layers of tunnels are proposed. This will definitely lead to structural damage and cracking to homes above. Without provision for full compensation for damage there would be no incentive for contractors or Roads and Maritime Services to minimise this damage. This is not acceptable

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

I object to the Westconnex M4-M5 link proposals as contained in the EIS for the following reasons:

1. The EIS is a strategy document only. It does not commit to any design, and therefore it doesn't address any local issues which are created by the construction of the M4-M5 link. Its whole purpose is to prepare a legal and bureaucratic pathway for the sale of Sydney Motor Corporation to the private sector thereby removing the Government from the oversight and responsibility for the design and construction. It also endeavours to lock out the public from being able to have any say in what is built, how it is built and where it is built.
2. The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street will greatly increase during the construction period and also be greatly increased by the time Stage 3 is completed. It states that Stage 3 will do nothing to improve traffic congestion in the area in fact it will add to the problem. Many of these areas are already congested at Peak times. This will be highly negative for the local area as more and more people try to avoid the congestion by using rat runs through the local areas on local streets.
3. The proposed work hours for the Rozelle Rail Yards Site are tunnelling and spoil handling 24 hours a day seven days a week. On ground construction Mon-Fri 7.00am – 6.00pm, Sat 8.00am- 1.00pm. However as has been experienced by those at Haberfield and St Peters these hours and especially late and night work have been extended and implemented when the schedules have fallen behind and this has lead to great physical and mental stress for many residents through interrupted sleep and loss of sleep especially for those with children. The roads and sites at night in the area will see a marked increase in noise from truck movements, truck reversing alarms and running machinery. It will also see a marked increase in light during the night hours with site illumination and vehicle head lights as has been experienced in other areas. These problems have not been addressed in the EIS.
4. The Rozelle Rail Yards site is the location of 3 Unfiltered Pollution Stacks. There is a fourth stack on Victoria Rd close to Darling St almost opposite Rozelle Primary School. If the Western Harbour Tunnel is built there will also be a total of 7 Tunnel Portals. Tunnel Portals are also areas of high levels of pollution. It is totally unacceptable that the Pollution Stacks are unfiltered. Recently built tunnels in Tokyo successfully filter 98% of all pollutants. There are at least 5 schools and childcare centres in close proximity to these pollution stacks.
5. Heart disease will skyrocket due to air pollution caused by Westconnex bringing more cars into the Inner West says Paul Torzillo, Head of Respiratory medicine at Royal Prince Albert Hospital. Inner West Courier 23<sup>rd</sup> May 2017
6. Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Fine particulate matter is linked with Asthma, Lung Disease, Cancer, Stroke and poor lung development in children. Those most at risk are the old, the young and the unborn of pregnant women.
7. The Rozelle Rail Yard stacks are stated to be 38m high and are situated in a valley area. The majority of Balmain Road is 39m above sea level and Annandale St is at 29m above sea level. Both are considerably less than 1 kilometre from the Rail Yard stacks so pollution will be blown directly into many homes in these areas. This will expose the residents of Annandale, Lilyfield, Rozelle and Balmain to highly increased health risks.
8. There will be major impacts on the Anzac Bridge with a projected increase of 60% in daily traffic. There will also be major impacts to the Sydney City Centre. The EIS states that this will lead to major impacts on bus travel time and reliability. The EIS's suggests that people will have to adjust their travel times to starting for work earlier and finishing later. This is unacceptable and underlines Westconnex's waste and total failure.

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

Attention Director — Transport Assessments

Application Number: SSI 7485

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

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

Postcode: [REDACTED]

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

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



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

Attention Director — Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

Postcode: [REDACTED]

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

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

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

I am registering my strong objections to Stage 3 of Westconnex, the M4-M5 link for the following reasons:

- 1.SMC have made it extremely difficult for the community to access hard copies of the EIS. The local Glebe library only has one copy and this is the situation at other local libraries. There are very limited hours of access to these locations outside normal working hours. Access to the EIS is very difficult without access to a personal computer. This totally restricts open community engagement.
- 2.The EIS gives no information about changes to traffic increases entering the Sydney CBD caused by the Westconnex. Duncan Gay when asked about this, in connection to huge increases of traffic predicted to enter the city from Westconnex at St Peters, would only say that traffic would disperse! So thousands of extra vehicles would magically disperse – where? There is no plan for this. RMS has only just started work to identify which roads will need to be upgraded to deal with these vast numbers of extra vehicles entering the city. So it is impossible to form an understanding of the true Environmental impacts of this project – which is the very purpose of an EIS.
- 3.The Westconnex has been described as an integrated transport network solution. This is totally untrue as the role and integration with public transport and freight rail has not been assessed. The Government recently committed to a Metro West so this throws into question the need for Westconnex. This is especially so as the Westconnex business case outlines a shift from public transport to toll roads as a benefit. This needs to be justified economically. The EIS does not do this.
4. At the Rozelle Rail Yards site there will be 2 entry/exits for Heavy vehicles off the City West Link. Extra traffic controls are to be set up with extra sequences of traffic light controls to enable spoil trucks to access and exit this site. It is stated there will be 517 Heavy Truck movements as day of which 46 will be in Peak hours, plus 10 truck movements from the Crescent site. Maps showing the truck movements show that all these trucks will use the City West link. Similar maps for Darley Rd dive site also show trucks from there using the City West Link. At a consultation with a Westconnex staff member it was stated that trucks removing spoil from Camperdown dive site would be stationed and called up from James Craig Rd, so there will also be a constant movement of trucks from this location onto the City West Link. The EIS states the cumulative effect of truck movements from all sites onto the City West Link will be 700 one way Heavy truck movements a day and of that 208 will be in Peak hours. This will cause total gridlock. The EIS says other routes maybe considered; there are no details of these. This is unacceptable as it would allow a privately owned SMC to make whatever decisions they saw fit when and if the EIS is approved with no input from the community allowed.
- 5.The removal of Buruwan Park for road widening and the realignment of the Crescent is a particular loss of badly needed parkland. This park was established as a nature corridor and a buffer to shield the local residents from City West Link, there are mature trees on this site, it was not intended as a children's recreational area with play equipment, the description in the EIS is inaccurate. Buruwan Park also has a main cycle route running through it. The alternative route being suggested is poor and takes no account of encouraging cycling as a mode of transport. The alternative routes are based on distance only and take no account of time taken or topography. Had this been done then this would have changed the assessment for the removal of the existing cycle/walkway bridge over the City West link. There is also no mention of this bridge being replaced after construction of the Westconnex. This is not acceptable.

**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Thursday, 12 October 2017 5:35 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its current format and urge the Secretary of Planning to advise the Minister to refuse the application as it stands. 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. Specific items I would like addressed include:

1) Air quality to be monitored before, during and after construction. 2) All ventilation shafts proposed must be filtered for PM2.5. 3) I am concerned that the EIS isn't the final design and that subcontractors can change the design without any community consultation or approval. 4) I am concerned that the residual space meant for public parks might be kept by the RMS for future infrastructure projects. 5) The Iron Cove Link should remain toll free to avoid the creation of rat runs in Rozelle and Lilyfield by road users avoiding tolls, 6) Whether public transport would be a better investment.

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED]

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



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

- o The EIS uses the term 'construction fatigue' to refer to the continuing impacts of construction. In St Peters construction work in relation to the M4 and M5 has been going on for years. Approval of this latest EIS will mean that construction impacts of M4 and New M5 will extend for a further five years with both construction and 24/7 tunnelling sites. In reality 'construction fatigue' means residents in St Peters losing homes and neighbours and community; roadworks physically dividing communities; sickening odours over several months, incredible noise pollution 24 hours a day and dangerous work practices putting community members at risk. These conditions have already placed enormous stress on local residents, seriously impacting health and well-being. Another 5 years will be breaking point for many residents. How is this addressed in the EIS beyond the acknowledgement of 'construction fatigue'. This is intolerable for the local community who bear the greatest cost of the construction of the M4 and M5 and the least benefit.
- o 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 ?
- o The EIS identifies hundreds of negative impacts of the project but always states that they will be manageable or acceptable even if negative. This shows the inherent bias in the EIS process.
- o 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.
- o It all very difficult for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. This restricted access does NOT constitute open and fair community engagement.

**From:** Hannah Carroll Chapman <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 10:23 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I 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 properly addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, Hannah Carroll Chapman 48 Charles St, Petersham NSW 2049, Australia

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This email was sent by Hannah Carroll Chapman 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](mailto:campaigns@good.do), however Hannah provided an email address ([hannah.c.chapman@gmail.com](mailto:hannah.c.chapman@gmail.com)) which we included in the REPLY-TO field.

Please reply to Hannah Carroll Chapman at [hannah.c.chapman@gmail.com](mailto:hannah.c.chapman@gmail.com).

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**From:** Shona Fisher <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 10:21 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

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

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

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

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

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

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

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

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

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

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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.

Waste of money invest in public transport instead or in putting more jobs out west where the people are. Nobody wants to commute to work put money into infrastructure so people can work closer to homes.

Yours sincerely, Shona Fisher 133 Edgeware Road, Enmore, New South Wales, Australia

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This email was sent by Shona Fisher 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](mailto:campaigns@good.do), however Shona provided an email address ([shona@whiteboar.com.au](mailto:shona@whiteboar.com.au)) which we included in the REPLY-TO field.

Please reply to Shona Fisher at [shona@whiteboar.com.au](mailto:shona@whiteboar.com.au).

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**From:** Richard Marschall <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 10:16 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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.

Further, fossil fuels, particularly petroleum, are running out and being depleted worldwide. It is unlikely costly electric vehicles will replace internal combustion engine ones on a one to one basis. So projections of ever increasing road traffic are fundamentally flawed.

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

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

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

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

I object to unfiltered stacks in our community (they are planned for Haberfield, St Peters and Rozelle). In Rozelle there will be an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I cannot



understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks. I completely reject the statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks. The government is exposing itself to a massive risk of compensation payouts if it does not require filtration of all stacks as a condition of approval.

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,

Dr. Richard Marschall

Level 40, 100 Miller Street, North Sydney NSW 2060

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This email was sent by Richard Marschall 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](mailto:campaigns@good.do), however Richard provided an email address ([ram@hydrophones.com](mailto:ram@hydrophones.com)) which we included in the REPLY-TO field.

Please reply to Richard Marschall at [ram@hydrophones.com](mailto:ram@hydrophones.com).

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**From:** M Miladinovic <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 10:15 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

The impact of WestConnex on open space usability and community precincts is too great to allow such a project to continue. Getting cars off the road and people having a viable public transport option should be the goal of any government.

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

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

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

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

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

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

I object to unfiltered stacks in our community (they are planned for Haberfield, St Peters and Rozelle). In Rozelle there will be an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I cannot

understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks. I completely reject the statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks. The government is exposing itself to a massive risk of compensation payouts if it does not require filtration of all stacks as a condition of approval.

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

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

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

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

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

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

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

Yours sincerely, M Miladinovic Union St, Erskineville NSW 2043, Australia

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This email was sent by M Miladinovic 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](mailto:campaigns@good.do), however M provided an email address ([milliem@exemail.com.au](mailto:milliem@exemail.com.au)) which we included in the REPLY-TO field.

Please reply to M Miladinovic at [milliem@exemail.com.au](mailto:milliem@exemail.com.au).

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**M Miladinovic**

**milliem@exemail.com.au**

**Union St**

**Erskineville NSW 2043 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,

M Miladinovic

**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:42 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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. As has been seen in the past, e.g. M2 and Cross City Tunnell, traffic expectations are not necessarily met. How can they know it will be different with these roads.

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

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

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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, [REDACTED]

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

Please reply to [REDACTED]

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

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

Name:.....

Signature:.....

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

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

Address:.....

Suburb: ..... Postcode: .....

Submission to:

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

Attn: Director – Transport  
Assessments

Application Number: SSI 7485

Application Name:  
WestConnex M4-M5 Link

- (1) Flooding – Leichhardt. Darley Road and adjacent streets such as Hubert St are exposed to flood. The flood impact could be exacerbated by the disruption or blockage of existing drainage networks, which are risks identified in the EIS. The EIS has not assessed whether the identified risk to the existing drainage network will cause increased risk of flood damage to flood lots and it fails to take account of the Inner West Council's Leichhardt Floodplain Risk Management Plan which contains recommended flood modification options. The EIS has not assessed whether its drainage infrastructure will impede the Inner West Council's Leichhardt Floodplain Risk Management Plan option HC\_FM3 to lay additional pipes/culverts from Elswick Street to Hawthorne Canal (via Regent Street and Darley Road). RMS has not assessed whether its drainage infrastructure will impede Inner West Council's Leichhardt Floodplain Risk Management Plan option HC\_FM4 to lay additional pipes/ culverts from William Street to Hawthorne Canal via Hubert Street and Darley Road. The EIS should not be approved as it has not properly explained or assessed these impacts.
- (2) 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.
- (3) 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.
- (4) 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.
- (5) I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.
- (6) The EIS was prepared by global engineering firm AECOM, which also prepared the EIS for Stages 1 and 2. When he approved these earlier stages, the then Minister for Planning Rob Stokes pointed to conditions of approval that would minimise impacts on communities. But the impacts have turned out to worse than expected.

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

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

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

Name: [REDACTED]

Signature: [REDACTED]

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

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

Address: [REDACTED]

Suburb: [REDACTED] Postcode: [REDACTED]

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5  
Link

- I. I do not accept that King Street traffic congestion will be improved by this project. There should be a complete review of the traffic modelling that does not appear to take sufficient notice of the impact of pouring 51000 extra cars down Euston Rd on top of increases in population in the area. Given that there is no outlet between the St Peters and Haberfield or Rozelle, all traffic going to the CBD, East or into the Inner West will use local roads.
- II. The RMS has previously identified the Darley Rd site in Leichhardt as the third most dangerous traffic hazard in the Inner West. The NSW Land and Environment Court found that the location of the site couldn't safely deal with 60 bottle truck movements a week, but the M4/M5 EIS shows that more than 800 vehicles including hundreds of heavy ones will use the site each day as part of construction of M4M5 Link. HOW IS THIS POSSIBLE? why are the already acknowledged impacts being ignored.
- III. 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.
- IV. King Street Gateway is not included in modelling or Cumulative impact assessment however will alter the road geometry and capacity adjacent to the project.
- V. 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.
- VI. Significant declines in pollutants are due to improvements to in-vehicle technology and fuel. However, plans to improve standards for heavy vehicles, which disproportionately contribute to NOx emissions and thus ozone, appear to have stalled. The proponent needs to provide a scenario that sets out impacts due to delays in adopting improved emission standards.
- VII. Bridge Road School - Pyrmont Bridge Road site - The EIS states that 'construction activities are predicted to impact' this School. However, the only mitigation proposed is to consult with the School 'to identify sensitive receivers of the school along with periods of examination'. (Table 5-120) The EIS should not be approved on the basis that it does not propose any measures to reduce the impacts to this School. The EIS simply states that 'where practicable' work should be scheduled to avoid major student examination period when students are studying for examinations such as the Higher School Certificate. This is inadequate and students will be studying every day in preparation for examinations and this proposal will impact on their ability to be provided with an education. Consultation is not considered an adequate response and detailed mitigation should be provided which will reduce the impacts to students to an acceptable level.

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Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_



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

Name:.....

Signature:.....

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Address: .....

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Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name:  
 WestConnex M4-M5 Link

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

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Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

**Attention Director**

Application Number: SSI 7485

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

Application Name:

WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

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

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

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

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

**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Saturday, 14 October 2017 10:38 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

The EIS is based on an indicative design and has insufficient detail for the impacts to be properly assessed and addressed, and the public consultation has been woefully inadequate.

The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. This means the community will have limited say in the management of the impacts identified in the EIS. The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions.

I object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it. This EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed.

The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street would greatly increase during the construction period and also be greatly increased if Stage 3 were ever completed. It states that Stage 3 would do nothing to improve traffic congestion in the area, in fact it will add to the problem. Many of these areas are already congested at peak times. Even the EIS recognises that this would have a negative impact on the local area as more and more people try to avoid the congestion by using rat runs through local streets.

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

There are much better ways to do this and in such a way as to safeguard the health of those who live in the vicinity of the pollution stacks.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

I object to the use of Darley Rd, Leichhardt as a drive site. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges and anyone who have driven there knows, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks



and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

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

How can anyone extend the lease on this site when such a big infrastructure as Westconnex is being done. It suggests that there is no forward planning, it is being made up as it goes along. Not to mention the cost to us, the taxpayers.

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

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

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

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

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

There is reference in the EIS to the WestConnex Road Traffic Model version 2.3 (WRTM v2.3), a strategic traffic model that has been used in the traffic analysis. This model was developed by the NSW Roads and Maritime Services who have constantly pushed a motorway agenda to the disadvantage of the development of more public transport. There is insufficient explanation of the nature of the model, where it can be accessed and what function it plays in the analysis. There is no clear explanation of how the assumptions that underpin the WRTM have changed between EIS stages. Since so much else in the EIS including noise and air quality predictions are dependent on this forecasting, the lack of transparency makes it difficult for the EIS to be subject to independent critique.

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

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED]

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

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

Name:.....

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

- ❖ **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.



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

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED] Postcode [REDACTED]

Submission to:

Planning Services,  
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 GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- (1) Many students walk or ride to Orange Grove and Leichhardt Secondary College schools via Darley Road. There are also a number of childcare centres very close to the Darley Road site.
- (2) There will be 100 workers a day on the site, with provision for only 10-20 car spaces and there is a concession that local streets will be used, who will be 'encouraged' to use public transport. Our experience with the major construction sites in Haberfield, and St Peters that public transport is not used by the workers and that despite the fact they are not supposed to do so, they park in our local streets and cause strife with our residents.
- (3) I am appalled to read in the EIS that more than 100 homes across the Rozelle construction sites will be severely affected by construction noise for months or even years at a time. This would include hundreds of individual residents including young children, school students and people who spend time at home during the day. The predicted levels are more than 75 decibels and high enough to produce damage over an eight hour period. Such noise levels will severely impact on the health, capacity to work and quality of life of residents. NSW Planning should not give approval to a project that could cause such impacts. Promises of potential mitigation are not enough, especially when you consider the ongoing unacceptable noise in Haberfield during the M4 East construction.
- (4) 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.
- (5) 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."
- (6) The EIS states that traffic congestion around the St Peters Interchange is expected to be worse after completion of the M5 and the M4-M5 Link particularly in the evening peak hour. The EIS admits that this will have a "moderate negative" impact on the neighbourhood in increasing pollution (also admitted separately) therefore in health impacts, on safety for foot and cycle traffic but also for vehicles and on the local amenity.

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

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

**Attention Director**

Application Number: SSI 7485

Infrastructure Projects, Planning  
Services,Department of Planning and  
Environment

GPO Box 39, Sydney, NSW, 2001

Application Name:

WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

Address: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

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

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

- a) A review of RMS traffic counts on numerous arterial routes within the 'sphere of influence' of the Project have shown no growth in traffic since 2006. During this period Sydney's population (as measured by the Greater Capital City Statistical Area) has grown at a rate of 1.5% per annum on average. Roads measured:
- Parramatta Rd at Ashfield (station 25002), Leichhardt (station 20012), Five Dock (station 30005) and Annandale
  - ANZAC Bridge (station 20001)
  - Anzac Parade Moore Park (station 03022 b/w 2008 and 2017)
  - Cleveland Street (station 03022)
  - Sydney Harbour Tunnel (station 01003)
  - O'Riordan Street (station 02309)
  - Sunnyholt Road Blacktown (station 69198)
  - General Holmes Drive Brighton-Le-Sands (station 23055)
  - King Georges Rd Roselands (station 24026)
- b) For example The St Peters / Sydney Park Interchange will overload the Mascot road network. As a result traffic levels were reduced to fit the modelling.
- c) It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.
- d) Rozelle Rail Yards and Rozelle Civil Site. It is clear that the most highly affected area of Stage 3 will be the Rozelle area and the massive and hugely complex Rozelle interchange. The suggestion that Westconnex is capable of building this is highly questionable. Nothing like this has been built anywhere else in the World. Considering the simple problems of dust management, noxious gasses and the handling of toxic materials like asbestos that have been so inappropriately dealt with on Stages 1 and 2 by Westconnex this intersection of Stage 3 is a disaster waiting to happen and should definitely not be allowed to proceed without a massive investigation. What has been shown in the EIS is totally inadequate for this project to be allowed to proceed.

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Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

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

Name:.....

Signature:.....

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

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

Address:.....

Suburb: ..... Postcode:.....

Submission to:

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

Attn: Director – Transport  
Assessments

Application Number: SSI 7485

Application Name:  
WestConnex M4-M5 Link

- a. The EIS acknowledges that four years of M4/M5 construction would have a negative economic and social impact across the Inner West through interrupted traffic routes, slower traffic times, disruption with public transport, interruption with businesses and loss of connections across communities. This finding highlights the need for a proper cost benefit analysis for the project. Such social costs should not simply be dismissed with the promise of a construction plan into which the community has not input or powers to enforce.
- b. The Air quality data is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
- c. It is outrageous to suggest that four unfiltered stacks would be built in one area in Rozelle
- d. The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.
- e. The removal of spoil at the Rozelle Rail Yards will lead to the largest amount of Spoil truck movements on the entire Stage 3 project: 517 Heavy truck movements a day, of which 46 are stated to take place at Peak hours. There will also be 10 Heavy truck movements a day from the Crescent Civil Site. The sheer number of trucks on the road will lead to massive increases in congestion. Maps in the EIS have the spoil trucks going to and from these sites from the Haberfield direction on the City West Link. This is also the direction that is being proposed for spoil truck movements from Darley Rd which is said to have 100 Heavy truck movements a day. It is stated that the cumulative effect of truck movements from all sites on the City West Link will be 700 (one way) Heavy truck movements a day and of that 208 will be in Peak hours. This plan totally lacks credibility
- f. In Leichhardt serious safety concerns about the choice of the Darley Rd site have been raised by the Inner West Council and an independent engineer's report. Despite countless meetings between local residents and SMC and RMS over 12 months, none of the serious and legitimate concerns raised by the residents have even been acknowledged. This is a massive breach of community trust and seriously questions the integrity of the EIS.

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Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

**Attention Director**

Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

- a) *The removal of Buruwan Park between the Crescent and Bayview Crescent/Railway Pde Annandale to accommodate the widening realignment of the Crescent would be a particular loss of badly needed parkland in this Inner City area. Currently we have fewer parks than almost any suburb in Sydney so this would have a direct impact on local people. Buruwan Park also lies on a major cycle route from Railway Pde through to Anzac Bridge, UTS and the CBD. The alternative route being suggested is poor and takes no real account of trying to encourage cycling as a mode of transport. Cycling should be made as easy as possible to get more ordinary commuters to bicycle and the alternative to the current level route directs cyclists to Johnston St and then up Bayview Crescent arguably the steepest road in Annandale.*
- b) *It is obvious the NSW government is in a desperate rush to get planning approval for the M4/M5. It has only allowed 60 days for comment yet the M4/M5 project is the most expensive and complicated stage of WestConnex. Critically, it involves building three layers of underground tunnels under parts of Rozelle. Such tunnelling does not exist anywhere in the world and as yet there are no engineering plans for this complex construction. Approval depends on senior staff in NSW Planning compliantly agreeing to tick off on the EIS, as was done with the New M5 and the M4. This demonstrates a wanton disregard for the safety of the residents of Rozelle and those who will be using the tunnel. WHAT IS THE RUSH?*
- c) *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.*
- d) *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.*
- e) *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."*
- f) *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.*

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

**I submit 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**

- 1) The assessment of Strategic Alternative 2 (Investment in “alternative transport” modes) should:
  - ◊ identify key network capacity issues
  - ◊ identify the shift away from private vehicles required to deliver the necessary relief on the road network to meet the future transport needs of Sydney
  - ◊ identify the mix of investments in public transport, cycling and walking required to deliver these mode splits.
  - ◊ use multi-modal transport modelling and economic assessment to inform the analysis and assessment of the alternative.
- 2) 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.
- 3) The EIS claims to have saved Blackmore Park and Easton Park due to negative community feedback. I am concerned that this is a false claim and that this site was never really in contention due to other physical factors. I would like NSW Planning to investigate whether this claim is correct to have heeded the community is false or not.
- 4) 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.
- 5) The Western Sydney Airport is due to commence construction next year with completion in 2026. Demand for air travel in Sydney is set to double over the next 20 years. Initial patronage is said to be 10 million passengers per year. Information should be provided demonstrating how (or whether) the project caters for travel to the new airport and the likely lessening of demand to the current monopoly airport.
- 6) The Concept Design was a woefully inadequate document totally devoid of any real depth of detail in terms of maps, scales, distances with only vague suggestions and glamorized Artist's Impressions of an idealized view of what Stage 3 would be like. It was another example of current city planning documents that consistently accentuate huge areas of tranquil green spaces with families and children out walking and riding bicycles in idealized parks and suburbs. All this is total PR spin and bears no reality about the real outcome of the build. It bears no reality as to what Stage 3 of Westconnex will be like.
- 7) I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.

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Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

**From:** Anil Chatterjee <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 10:04 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION 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. At the very least, a new study is imperative.

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

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

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

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

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

I object to unfiltered stacks in our community (they are planned for Haberfield, St Peters and Rozelle). In Rozelle there will be an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I cannot understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks. I completely reject the statement in the EIS that if after years the unfiltered stacks are shown not to work, more

unfiltered stacks would be a better solution than filtering stacks. The government is exposing itself to a massive risk of compensation payouts if it does not require filtration of all stacks as a condition of approval.

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

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

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

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

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

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

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

Yours sincerely, Anil Chatterjee 24 North Ave, Leichhardt NSW 2040, Australia

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This email was sent by Anil Chatterjee 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](mailto:campaigns@good.do), however Anil provided an email address ([anil@agilepeople.com.au](mailto:anil@agilepeople.com.au)) which we included in the REPLY-TO field.

Please reply to Anil Chatterjee at [anil@agilepeople.com.au](mailto:anil@agilepeople.com.au).

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

**From:** Amanda Osborn <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:59 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I think this whole project is poorly thought through, I think the planning and lack of transparency that effects the public is appalling and I think that any government that can spend that amount of money on a project but try to save costs on the fume filter stacks is an embarrassment. Filter the stacks, you have no regards for the environment or for lungs and life. Read the studies.

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.

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

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

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

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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’.

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

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

Yours sincerely, Amanda Osborn 15 Grove St, Lilyfield NSW 2040, Australia

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This email was sent by Amanda Osborn 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](mailto:campaigns@good.do), however Amanda provided an email address ([amanda@crosstown.com.au](mailto:amanda@crosstown.com.au)) which we included in the REPLY-TO field.

Please reply to Amanda Osborn at [amanda@crosstown.com.au](mailto:amanda@crosstown.com.au).

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



Submission to: Planning Services Department of Planning and Environment GPO Box 39, Sydney, NSW 2001	Name: <i>Amanda Osborn</i> Signature: <i>[Signature]</i>
Attention: Director – Transport Assessments	Please <b>include / delete (cross out or circle)</b> my personal information when publishing this submission to your website. <b>Declaration:</b> I <b>HAVE NOT</b> made any reportable political donations in the late 2 years.
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: <i>15 Anne St</i> Suburb: <i>Lilyfield</i> Postcode: <i>2050</i>

After studying the massive EIS document I wish to register my strong objections to this entire project for numerous reasons.

1. The EIS was released just 12 days after the closing date for submissions to the Concept Design. This proves the Concept Design and the submissions were a sham. There were hundreds of posts on the interactive map and there were over thousand written submissions. There is no way these submissions could have been read, evaluated, their points integrated, and the 7500 page EIS edited, printed, checked and distributed in 12 days. The EIS was obviously prepared prior to the closing of submission to the Concept Design. This is a total abuse of the NSW Planning Laws.
2. The original stated objective of Westconnex had as its fundamental objective the connecting to Port Botany. The original objective was the improvement of freight access to the Airport and Port Botany. Stage 1, 2 and 3 do not achieve this goal and this is not addressed in the EIS.
3. It is stated that the hugely expensive Stage 3 M4/M5 link is required as a link between the two motorways. This is totally untrue. The A3 is the primary eastern link between the two motorways and it is described in the State Road network system as the M4- M5 Connector.
4. The introduction of the EIS clearly states that the information in the EIS is "indicative" of the final design only. The reality of this statement means that the project may be completely different to stated plans in the EIS. Furthermore although the EIS indicates what is to be expected when construction begins, it also states that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed upon. This may result in major changes to the project design and construction methodologies. The community would have no say in this process.
5. The most highly effected area of Stage 3 will be Rozelle with the massive and complex interchange. Nothing like this has been built anywhere else in the World and it is highly questionable as to whether it can be built at all in the form outlined in the EIS. The EIS does not show any detailed plans as to how this will be achieved. There are no constructional details at all, what is shown is a concept only, this is totally unacceptable.
6. Rozelle Rail Yards will have 400 car parking spaces provided for site workers(EIS). The daily workforce for these sites is shown to be approximately 550. This means that 150 vehicles will need to park in nearby local streets which are already at full capacity during weekdays from commuters parking and taking the light rail.
7. There will be 517 Heavy truck movements a day, of which 46 are stated to take place during peak hours from the Rozelle Rail Yard the largest amount of spoil truck movement on the whole of Stage 3. This will lead to a vast amount of extra noise and air pollution in this area. There will also be disturbance of soil in the old Rozelle Goods Yard which will be heavily contaminated with toxic substances. It is highly probable that there will be lead and asbestos. (as was the case in St Peters) You made no provision for the safe removal of these toxic substances in St Peters and the EIS makes no provision for their safe removal in this area.
8. The EIS states that property damage due to ground movement "may occur. It states that subsidence may occur along tunnel paths due to tunnel excavation and water drawdown. The risk of ground movement and subsidence is greater where tunnels are less than 35 metres underground. The planned Inner West Interchange proposes tunnels in that area which are a great deal less than 35metres. The same is true for areas of Rozelle where layers of tunnels are proposed. This will definitely lead to structural damage and cracking to homes above. Without provision for full compensation for damage there would be no incentive for contractors or Roads and Maritime Services to minimise this damage. This is not acceptable

**From:** sue paterson <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 10:00 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

As a local resident & business owner, 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 should reject this EIS and recommend the NSW government have 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.

I object to unfiltered stacks in our community. These are SO close to the schools where our children spend a vast majority of their time.

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 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’.

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

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

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

Yours sincerely, Sue Paterson 18 Ferndale St, Newtown NSW 2042, Australia

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This email was sent by sue paterson 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](mailto:campaigns@good.do), however sue provided an email address ([sue@yippeeeyio.com.au](mailto:sue@yippeeeyio.com.au)) which we included in the REPLY-TO field.

Please reply to sue paterson at [sue@yippeeeyio.com.au](mailto:sue@yippeeeyio.com.au).

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**From:** Ian Ormesher <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:55 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely,

Ian Ormesher 113/1 Pearl street, Erskineville NSW 2043, Australia

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This email was sent by Ian Ormesher 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](mailto:campaigns@good.do), however Ian provided an email address ([ianormesher@gmail.com](mailto:ianormesher@gmail.com)) which we included in the REPLY-TO field.

Please reply to Ian Ormesher at [ianormesher@gmail.com](mailto:ianormesher@gmail.com).

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**From:** Dr Coral Wynter <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:44 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

#### SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. This is a total waste of my money. We need public transport not toll ways. 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.

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

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

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

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I object to unfiltered stacks in our community (they are planned for Haberfield, St Peters and Rozelle). In Rozelle there will be an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I cannot understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks. I completely reject the statement in the EIS that if after years the unfiltered stacks are shown not to work, more



unfiltered stacks would be a better solution than filtering stacks. The government is exposing itself to a massive risk of compensation payouts if it does not require filtration of all stacks as a condition of approval.

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

I am 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’.

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

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

Yours sincerely, Dr Coral Wynter 44 Shepherd St, Chippendale NSW 2008, Australia

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This email was sent by Dr Coral Wynter 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](mailto:campaigns@good.do), however Dr Coral provided an email address ([cvawynter@gmail.com](mailto:cvawynter@gmail.com)) which we included in the REPLY-TO field.

Please reply to Dr Coral Wynter at [cvawynter@gmail.com](mailto:cvawynter@gmail.com).

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

**Coral Wynter**

**cvawynter@gmail.com**

**NSW 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

Who benefits from this massive fraud and theft of our money? The mates of Berejeklian, all Liberals.

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,

Coral Wynter

**From:** Dr coral Wynter <campaigns@good.do>  
**Sent:** Saturday, 14 October 2017 10:45 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

The EIS is based on an indicative design and has insufficient detail for the impacts to be properly assessed and addressed, and the public consultation has been woefully inadequate.

The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. This means the community will have limited say in the management of the impacts identified in the EIS. The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions .

I object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it. This EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed.

The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street would greatly increase during the construction period and also be greatly increased if Stage 3 were ever completed. It states that Stage 3 would do nothing to improve traffic congestion in the area, in fact it will add to the problem. Many of these areas are already congested at peak times. Even the EIS recognises that this would have a negative impact on the local area as more and more people try to avoid the congestion by using rat runs through local streets.

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

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



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

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

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

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

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

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

There is reference in the EIS to the WestConnex Road Traffic Model version 2.3 (WRTM v2.3), a strategic traffic model that has been used in the traffic analysis. This model was developed by the NSW Roads and Maritime Services who have constantly pushed a motorway agenda to the disadvantage of the development of more public transport. There is insufficient explanation of the nature of the model, where it can be accessed and what function it plays in the analysis. There is no clear explanation of how the assumptions that underpin the WRTM have changed between EIS stages. Since so much else in the EIS including noise and air quality predictions are dependent on this forecasting, the lack of transparency makes it difficult for the EIS to be subject to independent critique.

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

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

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

it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

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

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

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

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

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

Yours sincerely, Dr Coral Wynter 44 Shepherd St, Chippendale NSW 2008, Australia

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This email was sent by Dr Coral Wynter 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](mailto:campaigns@good.do), however Dr Coral provided an email address ([cvawynter@gmail.com](mailto:cvawynter@gmail.com)) which we included in the REPLY-TO field.

Please reply to Dr Coral Wynter at [cvawynter@gmail.com](mailto:cvawynter@gmail.com).

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**From:** Cathie Hughes <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:28 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, Cathie Hughes  
Hutchinson St, St Peters NSW 2044, Australia

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Please reply to Cathie Hughes at [hughes.cathie20@gmail.com](mailto:hughes.cathie20@gmail.com).

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**From:** Lee-Anne moses <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:34 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS. I am already concerned with the quality of air in the city without adding to it the WestConnex also we cant even plant veggies in our soil so I don't want further contamination of the ground and air to add to heath contraindications for myself and others.

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.

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

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

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

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

I object to unfiltered stacks in our community (they are planned for Haberfield, St Peters and Rozelle). In Rozelle there will be an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I cannot understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks. I completely reject the statement in the EIS that if after years the unfiltered stacks are shown not to work, more

unfiltered stacks would be a better solution than filtering stacks. The government is exposing itself to a massive risk of compensation payouts if it does not require filtration of all stacks as a condition of approval.

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

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

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

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

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

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

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

Yours sincerely, Lee-Anne Moses 34 Station St, Tempe NSW 2044, Australia

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This email was sent by Lee-Anne Moses 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](mailto:campaigns@good.do), however Lee-Anne provided an email address ([leeannehelen@optusnet.com.au](mailto:leeannehelen@optusnet.com.au)) which we included in the REPLY-TO field.

Please reply to Lee-Anne Moses at [leeannehelen@optusnet.com.au](mailto:leeannehelen@optusnet.com.au).

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**From:** Ross Scott <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:33 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

SUBMISSION 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.

Construction of motorways is not and has never been a solution to urban congestion and has a devastating effect on the fabric of the city and the quality of life.

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.

\_\_\_\_\_ This email was sent by Ross Scott 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 Ross provided an email address (ross.a.scott@gmail.com) which we included in the REPLY-TO field.

Please reply to Ross Scott at ross.a.scott@gmail.com.

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**From:** Gary Nicklin <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:30 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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



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

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

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

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

Yours sincerely, Gary Nicklin Unit 4, 21-23 Manning St, Rozelle NSW 2039, Australia

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Please reply to Gary Nicklin at [gaznuk@gmail.com](mailto:gaznuk@gmail.com).

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Gary Nicklin

gaznuk@gmail.com

Unit 4 /

21-23 Manning 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 tollroad proposal.

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

Extra comments

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

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

Yours sincerely,

Gary Nicklin

**From:** Andrew Kelly <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:24 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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.

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.

I object to unfiltered stacks in our community (they are planned for Haberfield, St Peters and Rozelle). 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.

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.

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



belief that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

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

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

Yours sincerely, Andrew Kelly 154 Belmont St, Alexandria NSW 2015, Australia

\_\_\_\_\_ This email was sent by Andrew Kelly 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](mailto:campaigns@good.do), however Andrew provided an email address ([supagenius@optusnet.com.au](mailto:supagenius@optusnet.com.au)) which we included in the REPLY-TO field.

Please reply to Andrew Kelly at [supagenius@optusnet.com.au](mailto:supagenius@optusnet.com.au).

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**From:** Samantha Glennon Bond <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:18 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I CANNOT BELIEVE YOU'D BUILD THIS POINTLESS WASTE OF TIME RATHER THAN INVEST IN PUBLIC TRANSPORT to connect suburbs. You can't be seriously making more room for more cars, to destroy neighborhoods, create yet more pollution, for what? Sydney is already too car heavy, King St is atrocious. Please do not build this motorway, this isn't the future! I object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

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

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

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

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

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

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

I object to unfiltered stacks in our community (they are planned for Haberfield, St Peters and Rozelle). In Rozelle there will be an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I cannot understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the

stacks. I completely reject the statement in the EIS that if after years the unfiltered stacks are shown not to work, more unfiltered stacks would be a better solution than filtering stacks. The government is exposing itself to a massive risk of compensation payouts if it does not require filtration of all stacks as a condition of approval.

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

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

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

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

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

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

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

Yours sincerely, Samantha Glennon Bond 7405/ 177-219 Mitchell Road, Erskineville, 2043

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This email was sent by Samantha Glennon Bond 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](mailto:campaigns@good.do), however Samantha provided an email address ([glennonbond@gmail.com](mailto:glennonbond@gmail.com)) which we included in the REPLY-TO field.

Please reply to Samantha Glennon Bond at [glennonbond@gmail.com](mailto:glennonbond@gmail.com).

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**From:** Saul Flaxman <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:26 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

Yours sincerely, Saul Flaxman 22/42-50 Turner St, Redfern NSW 2016, Australia

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This email was sent by Saul Flaxman 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](mailto:campaigns@good.do), however Saul provided an email address ([saul.flaxman@gmail.com](mailto:saul.flaxman@gmail.com)) which we included in the REPLY-TO field.

Please reply to Saul Flaxman at [saul.flaxman@gmail.com](mailto:saul.flaxman@gmail.com).

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**From:** Amanda King <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:26 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

As a local resident of the inner west I am writing to 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.

This is not a positive model of how development should impact urban communities. Transport development should enhance the lives of communities bringing clean, regular and efficient public transport services to communities throughout the urban area – from its outer reaches to the inner suburbs. This is definitively the opposite of what the WestConnex development does.

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, Amanda King 193 Sydenham Road Marrickville

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This email was sent by Amanda King 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](mailto:campaigns@good.do), however Amanda provided an email address ([cavadini@tpg.com.au](mailto:cavadini@tpg.com.au)) which we included in the REPLY-TO field.

Please reply to Amanda King at [cavadini@tpg.com.au](mailto:cavadini@tpg.com.au).

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**From:** Alesoun Marsden <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:17 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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. Noise and vibration are rarely mentioned but will be a constant nightmare for residents if NSW Government approves a 24 metre depth for the tunnels instead of the recommended 30 to 35 metre depth.

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

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

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

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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. The whole of the Inner West will be a testament to a poverty of vision and planning by this Government with a legacy of sickness and early death.

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.

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

Yours sincerely, Alesoun Marsden 12 Emma St, Leichhardt NSW 2040, Australia

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Please reply to Alesoun Marsden at [alesoun@yahoo.com.au](mailto:alesoun@yahoo.com.au).

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**Alesoun Marsden**

**alesoun@yahoo.com.au**

**12 Emma St**

**Leichhardt NSW 2040 Australia**

**Your view on the application: I object to it**

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

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

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

Extra comments

Stop the secrecy, stop destroying our heritage & historically important suburbs. Stop wrecking the liveability of our beautiful Sydney. Stop poisoning residents of the Inner West. No one wants your privatisation of everything. It's Minot of benefit to anyone except you & your corrupt supporters.

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,

Alesoun Marsden

**From:** Pamela Reeves <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:11 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

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

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

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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, Pamela Reeves 29 Kennedy St, Gladesville NSW 2111, Australia

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This email was sent by Pamela Reeves 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](mailto:campaigns@good.do), however Pamela provided an email address ([pamela.reeves@optusnet.com.au](mailto:pamela.reeves@optusnet.com.au)) which we included in the REPLY-TO field.

Please reply to Pamela Reeves at [pamela.reeves@optusnet.com.au](mailto:pamela.reeves@optusnet.com.au).

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**From:** Michael Corridore <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:05 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

The roll out of the Westconnex project and communication with affected residents has been conducted in an unprofessional manner. The State Government and Westconnex project leaders have treated us with such contempt and misleading information. This project will come at a huge financial and emotional cost or Toll, should I say to the constituents of NSW. We will be burdened by poor planning and a bottomless financial pit that will be sold off at a huge loss to the state. This is embarrassing leadership and reflects poorly on the State Government.

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)

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



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

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

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

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

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Yours sincerely, Michael Corridore 131 Nelson St, Annandale NSW 2038, Australia

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**From:** Felicity Williams <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:04 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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Yours sincerely, Felicity Williams 9 Wavell Parade, Earlwood NSW 2206, Australia

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**From:** Adrian Webster <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 9:02 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

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



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

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

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

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

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

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

Yours sincerely, Adrian Webster 55 Weston St, Dulwich Hill NSW 2203, Australia

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This email was sent by Adrian Webster 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](mailto:campaigns@good.do), however Adrian provided an email address ([adrian.webster@cbc.city.nsw.gov.au](mailto:adrian.webster@cbc.city.nsw.gov.au)) which we included in the REPLY-TO field.

Please reply to Adrian Webster at [adrian.webster@cbc.city.nsw.gov.au](mailto:adrian.webster@cbc.city.nsw.gov.au).

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

**From:** John Cruthers <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 8:59 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I object strongly to the WestConnex project, not just because I live locally. It is short shorted, poorly planned in terms of its impact on residents and has passed through various levels of government with little transparency.

It also represents a major investment in roads and freeways at a crucial time, when it is important for our elected leaders to follow the wishes of the majority of the people and investigate and develop better public transport.

Yours sincerely, John Cruthers 16 Albermarle St, Newtown NSW 2042, Australia

\_\_\_\_\_ This email was sent by John Cruthers 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 John provided an email address (john@johncruthers.com.au) which we included in the REPLY-TO field.

Please reply to John Cruthers at john@johncruthers.com.au.

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

**From:** caroline trickey <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 8:53 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I STRONGLY OBJECT TO UNFILTERED STACKS IN OUR COMMUNITY OF ST PETERS

I STRONGLY OBJECT TO YOU POISONING US

THE RESIDENTS OF ST PETERS HAVE ALREADY HAD TO ENDURE YOU DESTROYING A LARGE PART OF OUR NEIGHBOURHOOD, INCESSANT NOISE, DUST, DAYTIME DISRUPTION DUE TO CLOSED ROADS AND THAT DREADFUL SMELL WHILE YOU CARRY OUT THIS PROJECT.

NOW YOU WANT TO POLLUTE OUR SUBURB PERMANENTLY?

It is gobsmacking that in this day and age you think it is acceptable to blatantly increase pollution which we all know is carcinogenic, using cost as an excuse.

The whole project is a disgrace, a blatant misuse of public money, a complete disregard for the incredible impact it has had on people's lives – destroying homes, disrupting communities, not to mention what is to come once it is all finished and traffic in the inner west increases on our already clogged, narrow streets.

WestCONnex will NOT solve the traffic flow issues that it tries to make us believe that it will. It is NOT the answer.

DO NOT BUILD UNFILTERED STACKS IN OUR COMMUNITY

FIND ANOTHER WAY TO DEAL WITH THIS ISSUE PROPERLY

Yours sincerely, caroline trickey Silver St, St Peters NSW 2044, Australia

\_\_\_\_\_ This email was sent by caroline trickey 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 caroline provided an email address (caroline@healthyhomecafe.com) which we included in the REPLY-TO field.

Please reply to caroline trickey at caroline@healthyhomecafe.com.

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

**From:** jamie powell <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 8:51 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

Using my god given Brain 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.

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

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

The inadequate traffic analysis shows that even if this tollway and all other proposed tollways are completed, the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033 if the project goes ahead. This will inevitably stick a finger up the bum of Sydney s cultural hub

We are completely freaking out that the traffic figures relied upon in the EIS are completely Bullshit. 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 NO 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. This stuff stinks like a hangover fart

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

I object to unfiltered stacks in our community (they are planned for Haberfield, St Peters and Rozelle). In Rozelle there will be an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I cannot understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks. I completely reject the statement in the EIS that if after years the unfiltered stacks are shown not to work, more

unfiltered stacks would be a better solution than filtering stacks. The government is exposing itself to a massive risk of compensation payouts if it does not require filtration of all stacks as a condition of approval. How is this so? does this department have no shame? or care for the future?

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

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

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

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

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

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

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish, my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised. Pointing out the obvious to people who should know better is disappointing. I should have used a lot of swear words here but I didn't.

Yours sincerely, Jamie Powell 16 Railway Ave, Stanmore NSW 2048, Australia

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This email was sent by Jamie Powell 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](mailto:campaigns@good.do), however Jamie provided an email address ([jamielowell@optusnet.com.au](mailto:jamielowell@optusnet.com.au)) which we included in the REPLY-TO field.

Please reply to Jamie Powell at [jamielowell@optusnet.com.au](mailto:jamielowell@optusnet.com.au).

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**Jamie Powell**

**jamiepowell@optusnet.com.au**

**16 Railway Ave**

**Stanmore NSW 2048 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

Westconnex is stupid. This money may have built a hospital and cured cancer but no, now we have a road. /facepalm.

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,

Jamie Powell

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: Samie Powell

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: 16 Railway Ave

Suburb: Stamare Postcode: 2048

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name:  
WestConnex M4-M5 Link

1. 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
2. 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.
3. The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1,000s more per day onto the roads to the Airport which are already at capacity.
4. Where is the commitment to community consultation and to long term planning when the EIS for the M4/M5 Link is released before any response to the extensive community feedback on the M4-M5 Link concept design could possibly have been seriously considered. This demonstrates deep government contempt for the people of NSW and the communities of the Inner West of Sydney in particular.
5. 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.
6. 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.

**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:** Louise Gilbert <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 8:40 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

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

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

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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, Louise Gilbert 84 Gerard St, Alexandria NSW 2015, Australia

\_\_\_\_\_ This email was sent by Louise Gilbert 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](mailto:campaigns@good.do), however Louise provided an email address ([centaurcc@bigpond.com](mailto:centaurcc@bigpond.com)) which we included in the REPLY-TO field.

Please reply to Louise Gilbert at [centaurcc@bigpond.com](mailto:centaurcc@bigpond.com).

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**From:** [REDACTED]  
**Sent:** Wed, 11 Oct 2017 12:59:13 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Shane White (object)  
**Attachments:** 226888\_westconnex submission shane white\_2017Oct11\_1254.pdf

**From:** system@accelo.com On Behalf Of Shane White  
**Sent:** Wednesday, 11 October 2017 12:55:03 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Shane White (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Shane White  
[REDACTED]  
[REDACTED]  
[REDACTED]

Rozelle, NSW  
2039

Content:  
please see attached

[REDACTED]  
Submission: Online Submission from Shane White (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=226888](https://majorprojects.accelo.com/?action=view_activity&id=226888)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

11 October 2016

The Honorable Anthony Roberts.  
Minister for Planning.  
GPO Box 5341, SYDNEY NSW 2001.

The Director Transport Assessments  
Planning Services, Department of Planning and Environment  
GPO Box 39, SYDNEY, NSW 2001.

CC- The Premier of NSW,  
WestConnex project Team, Roads and Traffic minister, Politicians, Traffic Consultants.

SUBMISSION – OPPOSING THE ENVIRONMENTAL IMPACT STATEMENT for the  
WESTCONNEX M4-M5 LINK & ROZELLE INTERCHANGE.

Dear Minister, etc,

My family are residents and homeowners at 22 Percy Street Rozelle for about 30 years. Tunnels are proposed to be constructed directly under my house. I am writing to oppose WestConnex, and the consequential traffic burden to be imposed on Rozelle, airborne, noise and vibration pollution and most importantly the impact on my home of road tunnels proposed directly under my house. I also write to complain about WestConnex consultation. I found out about this consultation by accident from a neighbour.

As an architect and town planner I understand the impact development can have on a community. Rozelle is a cohesive inner city suburb with a vibrant and strong community. Rozelle's character is unique and the local sense of place needs to be protected and nurtured for current and future generations.

Rozelle has historical and conservation significance and needs to be preserved. We the residents of Rozelle object to the WestConnex proposal and do not want our suburb ravaged by such a badly conceived infrastructure proposal. More roads only leads to more traffic. They don't solve the problem. Only efficient, convenient and affordable public transport can solve Sydney's transport issues.

My family and I are completely opposed to the WestConnex proposal particularly the Stage 3 WestConnex M4-M5 link, the interchange "spaghetti" maze hub below Rozelle and my house, the unfiltered exhaust stack, the Iron Cove link tunnel and the second harbour tunnel. We completely object and oppose the Stage 3 WestConnex M4-M5 proposal and list the following objections, impacts, concerns and points:-

1. We are totally opposed to the WestConnex Stage 3 M4-M5 Link and interchange. We believe this proposal will have a devastating impact on our community, our health and our suburb; we are totally opposed to the planned traffic increases in and through our suburb associated with the WestConnex proposals.

2. We are totally opposed to the Rozelle interchange, the second harbour tunnel below Balmain Rozelle, and the Iron Cove link tunnel. I specifically object to tunnels below my house in Percy Street Rozelle.

3. The Rozelle interchange needs to be scrapped entirely due to environmental, heritage and social concerns. And the devastating effect on our lives, our homes and our community.
4. We believe the only answer to Sydney's traffic chaos is to improve public transport.
5. Public transport needs to be the top priority for Sydney with a cohesive and extensive commuter rail / bus network over and above more roads and freeways.
6. We need and demand a world class public transport to make this city function effectively and to make better use of the taxpayer's dollar. More roads just create more traffic. They do not solve the transport problem
7. We believe the whole proposal is a disaster in terms of traffic management. The proposal will bring traffic chaos and congestion to our area. We believe the importation of traffic into the area from the M4, M5, CBD and the proposed new harbour tunnel will bring Victoria Road, Anzac Bridge and the City West Link into extended gridlock.
8. The proposal will cause significant pollution in Rozelle from vehicle emissions.
9. The proposal will pose a significant health risk to our community, local residents, the elderly, our children, local schools and pre-schools.
10. The interchange and tunnels particularly need to be removed from the Rozelle area.
11. We are totally opposed to unfiltered smoke exhaust stacks.
12. The smoke exhaust stacks must be removed from the Rozelle area due to health concerns, visual pollution and heritage impacts.
13. The proposed second harbour tunnel under Rozelle and Balmain must be deleted or moved further west so that additional congestion to Victoria Road, Anzac Bridge and the existing City West link are avoided. It should be moved westwards to align with Lane Cove Road.
14. Should this proposal proceed; then thorough dilapidation reports need to be carried out on all houses and buildings in the Rozelle area by independent dilapidation engineers and paid for by the State Government. And that ongoing vibration monitoring will be carried out during construction project period and beyond.
15. The proposal will cause significant vibrations during the construction period and likely will cause damage to my house and other dwellings and buildings in my street and Rozelle. Compensation for damage caused and rectification and repairs to my property is to be guaranteed.
16. We would like guarantees that future traffic usage of the tunnels will not cause vibration and noise; and if so we should be adequately compensated.
17. Construction impact from noise, dust, vibration and long term construction times will cause disruption and inconvenience to people's lives as well as negatively impacting on the health and wellbeing of local residents.
18. Any proposed future tunnels should be confined below main arterial roads and unused lands to minimise the impact on local communities and suburbs; ie. Victoria Rd and the Rail Yards.

In summary my Key Issues are:-

1. I completely oppose the Stage 3 WestConnex M4-M5 proposal.
2. I completely oppose the Rozelle interchange and the tunnels below my house at 22 Percy Street Rozelle.
3. I completely oppose the unfiltered exhaust stacks each side of Rozelle.
4. I oppose the Iron Cove Tunnel link below Rozelle.
5. I oppose the second harbour tunnel below Rozelle and Balmain. It should be moved westwards to align with Lane Cove Road and reduce traffic congestion in Lane Cove West and along Victoria Road.
6. I oppose the destruction of my local area; Rozelle and Balmain.
7. I demand an independently prepared detailed professional dilapidation report be carried out on my house.
8. I demand compensation should our house be damaged by this proposal.
9. I demand the State government compensate me for the loss of value of my property, stress and anxiety caused by this proposal, inconvenience and disruption to my life, noise, vibration, 24 hour construction activity and loss of wellbeing and quality of our lives.
10. I demand that a world class public transport system be implemented for the good of all Sydney commuters and to make more efficient use of taxpayers money.

I implore the Minister to refuse consent for the Stage 3 WestConnex M4-M5 proposals and to implement the design and construction of a world class metro and public transport system.

Sincerely,

Shane White  
22 Percy Street, Rozelle NSW 2039.

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Thursday, 12 October 2017 8:04:01 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'm concerned about the impact to rozelle public school. My daughter is a student there. Please provide:

Air quality monitoring at the school before, during and after construction

The ventilation shaft at Terry Street to be filtered for PM2.5, or moved to a safer distance away from the school

Truck management plans to ensure children's safety near the school

Protection against excessive noise, dust, vibration and pollution during construction

Thanks

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227093](https://majorprojects.accelo.com/?action=view_activity&id=227093)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)



**From:** [REDACTED]  
**Sent:** Wed, 11 Oct 2017 21:32:13 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Kate Pascoe of W & F Pascoe P/L (object)

**From:** system@accelo.com On Behalf Of Kate Pascoe  
**Sent:** Thursday, 12 October 2017 8:31:59 AM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Kate Pascoe of W & F Pascoe P/L (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kate Pascoe

[REDACTED]

St Peters, NSW  
2044

Content:

Westconnex is an environmental nightmare. The damage that this tollway is doing to our communities is great. Statistics show that less and less young people are learning to drive, and more people are using public transport, so doesn't it make sense to build more public transport and less roads??? What a waste of taxpayers money. The people of Sydney do not need, or want, more roads. We want clean air to breathe and our homes left intact. The health implications of this tollway and future planned tollways will cost the government more in the long run. While the rest of the world is tearing down their freeways and replacing them with green spaces, we are still building more roads, its makes no sense, and reeks of corruption.

Submission: Online Submission from Kate Pascoe of W & F Pascoe P/L (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227095](https://majorprojects.accelo.com/?action=view_activity&id=227095)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** Wed, 11 Oct 2017 22:32:33 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Duncan MacAuslan (object)

**From:** system@accelo.com On Behalf Of Duncan MacAuslan  
**Sent:** Thursday, 12 October 2017 9:32:00 AM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Duncan MacAuslan (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Duncan MacAuslan  
 [REDACTED]  
 [REDACTED]

Birchgrove, NSW  
 2041

**Content:**

What at first appeared to be a simple underground intersection now appears to be one of the most complex underground intersections in the world. So much so that no-one is sure it can even be built. The full EIS is, as is so often the case, a mass of text hiding how little is really known about the impact on the environment. It positions 20m high unfiltered towers close to a school (Rozelle) and offers no explanation as to what happens to the heavier than air particles that will be emitted there. do they just disappear or will the school and nearby residences be covered in more pollution than present? There is little on the operational side of the intersection. What if a truck accident occurs in the lowest level and fire breaks out. There is no evidence of any emergency access points in the EIS - will these be an expensive afterthought? An the traffic estimates - do they take into account the predictions of less cars as driver-less, Uber, and working from home reduce travel demands? How will navigation systems that depend on line of site to a satellite work? will the tunnels include some form of GPS signalling? Hopefully they will include mobile telephony and digital radio. Finally the nightmare for the residents during construction. The EIS is full of comforting statements all qualified by weasel words such as 'generally', 'limited opportunity', 'may experience', 'highly unlikely' etc. I'm not at all surprised that no one really thinks it can be built, nor is it necessary. A two track metro would be a much better solution.

[REDACTED]  
 Submission: Online Submission from Duncan MacAuslan (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227101](https://majorprojects.accelo.com/?action=view_activity&id=227101)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** Wed, 11 Oct 2017 23:41:35 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Kristine Teychenne (object)

**From:** system@accelo.com On Behalf Of Kristine Teychenne  
**Sent:** Thursday, 12 October 2017 10:40:58 AM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Kristine Teychenne (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kristine Teychenne  
[REDACTED]  
[REDACTED]  
[REDACTED]

Sydney, NSW  
2039

Content:

Please listen to your community...it is unacceptable to have unfiltered smoke stacks in such close proximity to Rozelle Primary School and residential areas. I have two children attending this school and not only will they suffer from the construction process with noise, dust and air pollution, the long term health damage of unfiltered smoke stacks is unfathomable. Our children deserve to grow up and be educated in a healthy environment. This is incredibly irresponsible and unacceptable.

[REDACTED]  
Submission: Online Submission from Kristine Teychenne (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227124](https://majorprojects.accelo.com/?action=view_activity&id=227124)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 00:42:35 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Margaret Hogewind (object)

**From:** system@acelo.com On Behalf Of Margaret Hogewind  
**Sent:** Thursday, 12 October 2017 11:42:04 AM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Margaret Hogewind (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Margaret Hogewind  
 [REDACTED]

[REDACTED]

Annandale, NSW  
 2038

Content:  
 I object to the building of Westconnex, stage 3.

From what I can make of your notional maps It appears:-

1. We are losing Burawan Park, a green space with trees and grassed area popular with bike riders, commuters and dog walkers. The trees provide clean air and act as a barrier to noise and pollution.
2. It appears they will be widening the road at the end of Johnston St. Does this mean we lose access to Bicentennial Park? That will be a major issue for locals in the area.
3. I oppose unfiltered exhaust stacks. What thinking, modern city would do this? Concentrated fumes spewing over densely populated neighbourhoods. Not only unhealthy but eyesores.
4. Construction phase will be a nightmare for local residents. From what we have seen in the past phases around Haberfield, those residents haven't been getting any sleep due to the noise 24 hours a day. Trucks, dust for 2-4 years.
5. Cost to the taxpayer is huge. Billions of dollars spent on building and then selling off for a fraction of the cost to private companies. The tolls are enormous, think about your weekly budget, extra costs on food etc.
6. I wonder how it will affect our local streets, how much extra traffic it will generate.
7. I was at a Westconnex meeting last week and the railyards that we see on the plans as lovely parklands are going to be handed over to Urban Growth as "PARK READY". We all know what that means, multistorey highrise on the horizon. Someone has to pay for the park to be built. Anyway who



wants to be in a park with concentrated fumes spewing over them.

[REDACTED]  
Submission: Online Submission from Margaret Hogewind (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227148](https://majorprojects.accelo.com/?action=view_activity&id=227148)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 00:47:18 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Kris Flegg (object)

**From:** system@acelo.com On Behalf Of Kris Flegg  
**Sent:** Thursday, 12 October 2017 11:43:00 AM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Kris Flegg (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kris Flegg  
 [REDACTED]  
 [REDACTED]

balmain, NSW  
 2041

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 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 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 Kris Flegg (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227151](https://majorprojects.accelo.com/?action=view_activity&id=227151)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 00:56:16 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for company Illawarra Greens (org\_object)

**From:** system@acelo.com On Behalf Of Anthea Gupta  
**Sent:** Thursday, 12 October 2017 11:56:02 AM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for company Illawarra Greens (org\_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Anthea Gupta  
 [REDACTED]  
 [REDACTED]  
 [REDACTED]

Thirroul, NSW  
 2515

Content:

We call on the Minister for Planning to reject this Environmental Impact Statement, which does not supply adequate detail for an assessment.

The strategic justification for this project is very thin indeed.

The viability of the M4/5 extension depends on even more tollways being built. These tollways will be a burden on the people of the region many of whom will be penalised because they cannot afford to pay tolls. There is almost no analysis of this social and economic burden of toll roads in the EIS.

Sydney already has more toll road kilometres than any other city in the world. We oppose the building of more toll roads to/in Sydney. We also feel that the building of more roads (whether toll roads or not) will exacerbate the traffic and parking problems in central Sydney.

One of the tollways on which the M4/M5 extension depends is the F6 extension, which would have a substantial negative impact on the Illawarra. The F6 project has not been properly assessed. It would lead to the destruction of hundreds of homes and hectares of open space and parkland, in addition to what has already been destroyed for WestConnex. It will further threaten the Royal National Park. Some benefits of the F6 are counted in this EIS but none of the costs.

The residents of the Illawarra, including the cities of Wollongong and Shellharbour, depend on the M1 to travel north. We travel north for work, to attend medical specialists or hospitals, to go to the airport, and for many purposes both essential and recreational. We want to attract tourists to our region. A toll would be a huge financial burden on our citizens. The South Coast rail line is slow, already over capacity, and suffers from frequent failure. We do not have alternative ways of leaving our city. It would become even

harder to travel if we had nothing but a toll road to get us north.

The proposed additional toll roads will be a burden on our community travelling to and from Sydney, especially for people that need trade vehicles for their work. It will also make it harder for tourists to reach the Illawarra.

This project is not a solution to traffic congestion. It is an outdated project that is inconsistent with current trends in thinking about public transport, urban planning and liveability of cities.

The people of the Illawarra call for improved train services to Sydney. Investing in railway services would ease congestion in central Sydney. The WestConnex plan is intended to funnel more cars into central Sydney. A modern solution, focusing on public transport, would reduce the number of cars going into Sydney, save money, be more acceptable to the population, and prevent the wholesale destruction of valuable landscape and heritage.

We object to the fact that each section of the Westconnex is assessed separately so that there is never any accurate assessment of cumulative impacts.

We object to the residents of the Illawarra being forced to pay exorbitant tolls for decades. The inequitable impact of tolls is barely dealt with in the EIS.

This EIS is a rushed and incomplete document and should not be accepted by NSW Planning.

We urge the Secretary of NSW Planning to advise the Minister to reject this EIS, which is incomplete, outdated, and damaging.

Submission: Online Submission from company Illawarra Greens (org\_object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227153](https://majorprojects.accelo.com/?action=view_activity&id=227153)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](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:** Thursday, 12 October 2017 12:20:58 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

Content:

These tunnel alignments are gargantuan in size, taking large footprints of suburbs in some instances. It would destroy any future underground work for other modes of transport in these areas, and add to the complexity and cost of future transport options, some of which are government policy (Metro West being the main example). Similarly, there is little evidence in the statement of traffic modelling for the inner south area for the huge amount of cars and vehicles that will be funneled into this area. There is mention of the work done to the likes of Euston Rd, and the areas around Canal Rd but it does not offer a solution to the traffic woes that will burden the area. Any current pick up/drop off at the airport now will tell you that the airport itself cannot handle the sheer number of vehicles that this would funnel it's way in the current design, or even with the 'Gateway' - can you please provide modelling and solutions that are being devised with the associated stakeholders, namely Sydney Airport Corporation and the surrounding local government areas.

Your stack positions are in the very areas that have previously been rezoned and greatly developed to increase the population sizes. The planned use of this infrastructure for the decades to follow, and no current government policy that radically addresses vehicle exhaust, condemns generations of people in these areas to health risk. There is little research in this EIS that correlates the various government department policies that drive this risk.

Considering the extreme size of the footprint of this project, and increased health risks with poor research into the long term effects, there is nothing regarding the provision of public transport along these corridors, and barely any coherent and robust cycling/walking infrastructure.

Where are the long term health determinants that are being targeted? Where are the long term development policies that are adversely affected here? Where is the long term objective of reduced carbon emissions and increased activity anywhere in this multi tens of billions project? There is no research or analysis of comparing similar amounts of taxpayer funds (at the federal and state level) being

invested in these areas.

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227160](https://majorprojects.accelo.com/?action=view_activity&id=227160)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 01:53:09 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for ANNY FRIIS (object)

**From:** system@accelo.com On Behalf Of ANNY FRIIS  
**Sent:** Thursday, 12 October 2017 12:52:59 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for ANNY FRIIS (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: ANNY FRIIS  
[REDACTED]

[REDACTED]

Rozelle, NSW  
2039

Content:

I am most concerned - as are all Rozelle residents - with the omission of tunnel filtration for the car fumes in WestConnex. Just with the existing traffic we experience black deposits on our windowsills and when cleaning the interior, black grime throughout the house is evident. This airborne toxic substance will increase severely with the enormous numbers of cars exiting at the Rozelle Interchange. Please provide the extra dollars needed for tunnel filtration for the health of Rozelle residents who should not have to be burdened by Western Suburbs car fumes (as well as our own).

Also, I am most concerned about the future use of the Rozelle Rail Yards and the about-to-be-purchased adjoining sites of Gillespie's Cranes, Ironwood and Swadlings Timber. There is much misinformation concerning the eventual owners of this large amount of land which MUST be retained as upgraded and maintained parkland with walking, cycling and sporting facilities for Inner West residents and their children.

[REDACTED]  
 Submission: Online Submission from ANNY FRIIS (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227175](https://majorprojects.accelo.com/?action=view_activity&id=227175)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 02:08:56 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Margaret Betty (comments)

**From:** system@acelo.com On Behalf Of Margaret Betty  
**Sent:** Thursday, 12 October 2017 12:50:57 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Margaret Betty (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Margaret Betty  
 [REDACTED]  
 [REDACTED]

Rozelle, NSW  
 2039

Content:

I am writing to object to the permanent closure of Clubb St, any temporary closure of Toelle St and the siting of a bioretention facility within the informal carpark near King George oval.

I feel there is a misunderstanding of this area and specifically the use of King George Park and Oval on weekends. Accordingly, I have taken photos of the area on Saturdays and Sundays but have been unable to successfully convert to PDF for annexure to this submission and will mail separately.

I reiterate previous comments concerning access to this area being via Toelle St and Clubb St. Manning St and McCleer St are one way up to Darling St so you cannot reach this area without using either Toelle or Clubb Sts. Toelle St is narrow and two cars cannot pass. The Car Park area might appear usable when viewed during the week but weekend use of this park precludes the building of a facility and removal of car parking. A count of cars parked on 17 September was 80 on the grassy area and another 37 by the fence adjoining the oval. Side streets are also fully parked. This area hosts the Bay Run, a pontoon for launching kayaks and light boats, kids Little Athletics, Soccer, football, and both large and small group activities. A lot of these activities simply cannot be accessed by public transport and the number of cars (and trailers) in the area on weekends cannot be altered. The provision of 30 parking spots is woefully inadequate as there is simply no where else to go. To be perfectly clear concerning the proposed closure of roads - One road where cars going up and down cannot pass is totally inadequate. At the moment if one car is coming up when you turn into Toelle St from Victoria Rd it is necessary to reverse to allow the car to exit and this is currently possible only because of the situation of a bus bay here. If both Clubb and Toelle Sts were closed I would not be able to get to my house.

[REDACTED]  
 Submission: Online Submission from Margaret Betty (comments)  
[https://majorprojects.acelo.com/?action=view\\_activity&id=227173](https://majorprojects.acelo.com/?action=view_activity&id=227173)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)



**From:** [REDACTED]  
**Sent:** Mon, 16 Oct 2017 05:18:22 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Margaret Betty (object)  
**Attachments:** 228175\_King George Park area photos\_2017Oct16\_1614.pdf

**From:** system@accelo.com On Behalf Of Margaret Betty  
**Sent:** Monday, 16 October 2017 4:15:21 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details for Margaret Betty (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Margaret Betty  
[REDACTED]  
[REDACTED]  
[REDACTED]

Rozelle, NSW  
2039

Content:

I refer to my submission objecting to road closures and bioretention facility near King George Oval submitted Thursday 12 October and now attach some photos I have been able to include in a word document and change to PDF

[REDACTED]  
Submission: Online Submission from Margaret Betty (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=228175](https://majorprojects.accelo.com/?action=view_activity&id=228175)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

Looking Down Toelle St from Victoria Rd



Looking up Club St





Manning and Toelle St intersection







King George Oval parking on weekend



**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 02:16:12 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Sophie Duffy (object)

**From:** system@acelo.com On Behalf Of Sophie Duffy  
**Sent:** Thursday, 12 October 2017 1:16:00 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Sophie Duffy (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sophie Duffy

[REDACTED]  
 [REDACTED]  
 Rozelle, NSW  
 2039

Content:  
 Westconnex M4-M5 Submission / Objection

I would like to express my objection to the planned Westconnex Rozelle Interchange.

Objection to Construction of Tunnels for Rozelle interchange and Iron Cove

1. Underestimation of spoil volume and mass

Given the depth, length and layers of tunnels being dug for the Rozelle interchange and Iron Cove tunnel are significantly longer and deeper than the tunnels at M4 East (which was estimated at 2.4 million cubic metres of surplus spoil), the Sydney Motorway Corporation have inadequately calculated the volume of surplus spoil to be removed, and therefore have significantly underestimated number of truck journeys, both full and empty, required to:

- A) Remove the spoil for the excavation of the tunnels and related emergency exits, and
- B) Import the material required to shore up, strengthen and make safe up to six layers of tunnels.

Please provide a verified calculation of the total amount of spoil to be removed by an independent body, and the total amount of material required to be brought in to build the tunnels, in terms of volume and mass.

2. Inadequate planning for safe haulage and disposal of soil

given that the vast majority of spoil will not be re-used on site, the lack of facilities for stock-piling spoil, the contaminated nature of the spoil, and the inadequate calculation of the volume of spoil, the Sydney Motorway Corporation has not adequately planned for the safe haulage and disposal of spoil. Please provide a detailed plan planned for the safe haulage and disposal of spoil.


3. Underestimation of trucks marshaling and journeys required



Given that the Sydney Motorway Corporation intend to remove the majority of spoil for every tunnel associated with Rozelle interchange and Iron Cove from one single exit point in Rozelle Rail Yards, and they have inadequately calculated the volume of surplus spoil to be removed, they have therefore failed to allow for adequate truck marshalling and the knock-on effect to traffic on Victoria Road and other significant roads in Sydney.

Please provide a truck management plan, verified by an independent expert body, detailing the volume of trucks, queuing times and impact to traffic on Victoria Road and other significant roads in Sydney.

4. Potential overlap of construction with the Western Harbour Tunnel and Beaches Link Project  
I object to both projects overlapping, as it will result in significant detrimental impact to sensitive receptors in Rozelle and local residents.

  
Submission: Online Submission from Sophie Duffy (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227181](https://majorprojects.accelo.com/?action=view_activity&id=227181)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 02:54:05 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for John Forge of 1946 (object)

**From:** system@accelo.com On Behalf Of John Forge  
**Sent:** Thursday, 12 October 2017 1:20:01 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for John Forge of 1946 (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: John Forge  
[REDACTED]  
[REDACTED]

BALMAIN EAST, NSW  
2041

Content:

I am very much concerned about both the health and environmental impact of the is project as a whole and especially stage 3. My understanding is that this has not yet been approved. I live on the Balmain peninsula where we already have high levels of pollution due to traffic and the ships at the White Bay Passenger terminal. Measures need to be taken to reduce pollution, not increase it.

[REDACTED]  
Submission: Online Submission from John Forge of 1946 (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227187](https://majorprojects.accelo.com/?action=view_activity&id=227187)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**John Forge**

**jjohn@tpg.com.au**

**7A Duke Pl**

**Balmain East NSW 2041 Australia**

**Your view on the application: I object to it**

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

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

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

Extra comments

Please do not build roads that cause even more pollution than we have at present

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,

John Forge

**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 03:19:32 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Patricia Wesley-Hames (object)

**From:** system@accelo.com On Behalf Of Patricia Wesley-Hames  
**Sent:** Thursday, 12 October 2017 2:16:01 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Patricia Wesley-Hames (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Patricia Wesley-Hames  
[REDACTED]

[REDACTED]

rozelle, NSW  
2039

Content:  
OBJECTION

I have many objections to this infrastructure not the least being the lack of concern for an entire community. Based on the changing demography of this area why would you even consider ventilation stacks in proximity to the local schools?

What will happen to the promised parkland at Rozelle railines as you have now indicated there will be three unfiltered stacks there adjacent to, the well used by local sporting clubs, Easton Park? And the tunnels just how deep below properties at the low end around 73/75 Denison Street are you planning? Is there going to be any government or independent bodies doing property inspection prior to this intrusion on the locality?

Submission: Online Submission from Patricia Wesley-Hames (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227212](https://majorprojects.accelo.com/?action=view_activity&id=227212)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)



**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 03:29:30 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for [REDACTED] (object)

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Thursday, 12 October 2017 12:25:01 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:

This is my second submission, the first having been submitted via the Westconnex Action Group website which addressed potentially unfiltered exhaust stacks.

I am also concerned by the loss of Buruwan Park and the trees between the Light Rail and City West, which currently help create a noise barrier for north Annandale from City West traffic.

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227163](https://majorprojects.accelo.com/?action=view_activity&id=227163)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 11:23 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 addressed by the Westconnex Action Group.

I am particularly concerned about concentrated tailpipe emissions in unfiltered exhaust stacks in densely populated areas. It is well documented that diesel particulate matter and nitrous oxides contribute significantly to air pollution and consequently illness and disease. Filtering the air in motor vehicle tunnels provides a unique opportunity to treat tailpipe emissions and greatly improve air quality by reducing noxious and particulate pollutants.

Apart from the human costs in terms of ill-health and suffering warranting the recurrent and capital costs of plant and equipment to filter tunnel air, it is highly likely that exhaust stack filtration would be justified in purely economic terms. On a cost per vehicle kilometre traveled basis, the cost would be trivial.

I urge 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 my objections.

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED] at [REDACTED]

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

**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 03:46:14 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for SCOTT LOWE (object)

**From:** system@accelo.com On Behalf Of SCOTT LOWE  
**Sent:** Thursday, 12 October 2017 2:44:00 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for SCOTT LOWE (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: SCOTT LOWE  
[REDACTED]

[REDACTED]

ROZELLE, NSW  
2039

Content:

My two sons attend Rozelle Public School and you cannot assure me that their health and wellbeing will not be impacted.

As communicated by others already, we would need in the very least:

Air quality monitoring at the school before, during and after construction

\* The ventilation shaft at Terry Street to be filtered for PM2.5, or moved to a safer distance away from the school

\* Truck management plans to ensure children's safety near the school

\* Protection against excessive noise, dust, vibration and pollution during construction

Regards,

Scott Lowe.

[REDACTED]  
 Submission: Online Submission from SCOTT LOWE (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227220](https://majorprojects.accelo.com/?action=view_activity&id=227220)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)



**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 04:22:55 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for company The National Trust of Australia (NSW) (org\_object)  
**Attachments:** 227232\_WestConnex M4\_ M5 Link EIS\_ National Trust Sub\_2017Oct12\_1520.pdf

**From:** system@acelo.com On Behalf Of Graham Quint  
**Sent:** Thursday, 12 October 2017 3:21:14 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for company The National Trust of Australia (NSW) (org\_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Graham Quint

[REDACTED]

Sydney, NSW  
2001

Content:  
12 October 2017

The Director - Infrastructure Projects  
 Planning Services  
 Department of Planning and Environment  
 GPO Box 39 Sydney NSW 2001

Dear Director,

National Trust Submission on WestConnex M4 - M5 Link  
 Environmental Impact Statement - Application number SSI 7485

The National Trust lodges its strongest objections to the M4 - M5 Link Development Application and makes the following comments on the publicly exhibited Environmental Impact Statement. The Trust has had a long involvement in examining and commenting on urban motorway proposals.

In 1972, the National Trust opposed the North-Western and Western Expressways which would have cut a swathe through Glebe demolishing 800 homes and the property "Lyndhurst" to the steps of the Sydney Town Hall. In September 1976, the National Trust released its Policy Statement on Urban Freeways responding to the threats to Glebe posed by urban freeway proposals dating from the 1950s. This Policy



was updated in July 1981 as the National Trust Policy on Urban Freeway to address moves to revive and construct the then abandoned inner urban freeway system. In 1989, the National Trust produced a discussion paper -Towards a Transport Policy for the National Trust which advocated a number of transport initiatives based on shifting the focus of transport provision by government towards "mass transport" and away from major road proposals.

A 1995 National Trust Policy Paper Transport - The Heritage Implications set down National Trust support for various actions to reduce transport pressures and indicated transport proposals that would be opposed by the National Trust. In September, 2005 a Trust Alert - Motorway proposals threaten inner city Urban Conservation Area publicised the Trust's concerns that National Trust listed Urban Conservation Areas including Enmore, Annandale and the Dacey Garden Suburb at Daceyville were threatened by the motorway corridor and access proposals. A major lobbying campaign by the National Trust in the early 1990s in conjunction with local community groups, led to the proposed above-ground M5 motorway through the Wolli Creek Valley being built underground to save this important green space and its bushland, wetlands and rainforest.

Over the past fifteen years the Trust has continued to express concern at the heritage impacts of inner urban motorway proposals and has supported mass transport options such as light and heavy rail in preference to inner urban motorways.

As a city already choked with motor vehicle traffic at most hours of the day on both weekdays and weekends, Sydney needs to look to other large cities around the world to better understand how they deal with transport pressures and keep their urban spaces liveable and heritage unviolated.

Japan's Tokyo has a population of 38 million (city and metropolitan areas) and a private car use of only 12%. Osaka in Japan has 19 million inhabitants and 45% of workers travel by train, 32% by bicycle and only 10% by private car. New York City's Mayor Joe de Blasio proposes a decrease in the percentage of trips in private vehicles to 12 percent from the current 31 percent to deal effectively with the city's commitment to reducing greenhouse gases.

Clearly Sydney's 69% private vehicle usage is the cause of the city's massive congestion and construction of even more motorways will only promote additional private vehicle use and massively exacerbate this problem.

The National Trust's February 2014 Policy on the Heritage Impacts of Urban Motorways states -

1. While acknowledging that the increased mobility and affluence of our society and an increasing population require much improved transport facilities, the National Trust will oppose further motorways being brought into the inner suburbs and central business district that threaten areas of great historical, architectural, scenic and social importance.
2. The National Trust will oppose the loss of public parklands for inner urban motorway construction, including both permanent loss involved with a motorway route/connection ramps or shorter term alienation during the construction phase.
3. The National Trust believes that the provisions of public/private partnership agreements for urban motorways should be made public and that such agreements must not contain penalty provisions for compensation payments to a motorway operator if a public transport system competes effectively with the motorway.
4. The National Trust would oppose public/private agreements that disadvantage the public who do not choose to use the toll roads constructed under those agreements.
5. The National Trust believes that massive expenditure on motorway development will divert much needed public and private investment away from public transport development which can move large numbers of people more effectively and with much less adverse heritage impact.
6. The National Trust believes that the constant daily movement of large transport trucks severely degrades the urban environment and will urge that rail transport should be the preferred means for

transporting container goods related to Port Botany and Sydney Airport. The Trust would oppose motorway proposals which promote increased large truck movements through urban precincts, particularly those with heritage significance.

7. The National Trust acknowledges that inner city motorway development will be inextricably linked to residential/commercial redevelopment of higher densities in the zones adjoining the motorway and consequently would oppose such development or elements of that redevelopment when it;

- &#61623; Impacts upon or degrades the values of adjoining Heritage Conservation Areas,
- &#61623; involves the demolition of Listed Heritage Items,
- &#61623; involves the demolition of places which have been removed from Heritage Lists on non heritage-based grounds,
- &#61623; involves the demolition of places which, in the Trust's view are of indisputable heritage significance but which have been denied statutory heritage recognition.

#### The Scope and Focus of the WestConnex M4 - M5 Link Environmental Impact Statement

With particular reference to the WestConnex M4 - M5 Link Development Application and its accompanying Environmental Impact Statement, the Trust is deeply concerned that the EIS repeatedly refers to other future road proposals which are not the subject of this Statement, e.g. the proposed future Sydney Gateway, Western Harbour Tunnel and Beaches Link and the F6 Extension projects: -

Executive Summary, pages i, vi and ix,  
Introduction Project Overview, pages 1-1 and 1-2,  
Strategic planning and policy framework, pages 3-4, 3-11,  
Project Objectives, pages 3-25,  
State Infrastructure Strategy Update 2014, pages 4-7,  
Alternative 1 - Improvements to the existing arterial road network, pages 4-16,  
The Project, pages 5-3, 5-4, 5-5,  
Traffic forecasting and modelling process, pages 8-5,  
Traffic Modelling Scenarios, page 8-8,  
Changes from the M4 East and New M5 EIS assessments, page 8-9,  
Assessment of operational impacts of the project, page 8-102,  
Screenline/parallel route analysis page, 8-109,  
Assessment of Cumulative Impacts - Cumulative projects, pages 8-145, 8-146, 8-147,  
General Traffic, page 8-148,  
Operational performance - St Peters interchange page, 8-156  
Expected traffic scenarios for the operational assessment, pages 9-12, 9-13  
Route average No2 calculations, page 9-17  
Definition of modelling domains, page 9-19  
Modelled discrete receptor locations, page 9-23  
Ventilation outlets, page 9-29  
Ventilation outlets: locations and heights, page 9-31  
2033 Cumulative scenarios, page 9-54  
In-tunnel No2, levels along the route from M5 portal to M4 portal 2033-DSC, page 9-55  
Traffic, page 10-36  
Additional traffic data scenarios and interfacing projects, page 10-37  
Identifying Impacts, page 10-39  
Assessment of operational road traffic impacts, page 10-132  
Overview, page 11-3  
Study Area, page 11-3  
Carbon Monoxide, page 11-35  
Nitrogen dioxide, page 11-35  
Predicted peak concentrations of particulate matter in-tunnel: 2023, page 11-37  
Cumulative impact assessment, page 19-11  
Existing and proposed infrastructure, pages 19-12 and 19-13  
Traffic modelling scenarios (describing components in the road network for each scenario, page 22-11

Emissions from vehicles during operation, page 22-14  
Combined project GHG emissions, page 22-15  
Cumulative operational emissions, page 22-16  
Projects assessed, pages 26-1, 26-2 and 26-3  
Projects included in the cumulative impact assessment, page 26-5  
Cumul. Operat. scenarios as defined for the traffic, air quality, noise and human health assess., page 26-13  
Cumulative operational traffic impacts (2023 and 2033), page 26-16  
Social and economic, page 26-26  
Justification - Summary of strategic need and justification, page 30-2  
Achieving WestConnex program objectives, page 30-6  
Conclusion, page 30-11

This Environmental Impact Statement is meant to relate to the proposed M4 - M5 Link. However, every aspect of the EIS - the Executive Summary, Project Objectives, Cumulative Impact Assessment, Traffic Modelling Scenarios to the Justification and Conclusion, references other future projects which may never be constructed. In the case of the F6 Extension, the National Trust believes it should never be constructed because of its massive and unacceptable impacts.

This Environmental Impact Statement cannot be taken seriously when it deals with other development proposals that have not been lodged and for which environmental assessments have not been undertaken.

If indeed, the feasibility and operational success of the M4 - M5 link is based on other development proposals which are unquantified, unfunded and whose environmental impacts have not been determined, then this Environmental Impact Statement is inadequate and misleading and should be rejected outright.

#### Any Feasible Alternatives to the Carrying Out of the Development

Environmental Impact Statements are meant to include an analysis of any feasible alternatives to the carrying out of the development. The M4 M5 Link Environmental Impact Statement fails this requirement (as did the earlier M4 East EIS) in not addressing alternative public transport such as heavy or light rail systems. Given the extraordinary cost of the WestConnex development, alternative public transport may have been found to be a far less expensive and more efficient alternative.

A memo prepared within Transport for NSW dated September 26, 2016 and headed "Failure in Critical Options Analysis" and released to the media under the Government Information (Public Access) Act said that the decision not to benchmark the cost of the toll road against the cost of rail solutions "represents a serious and significant shortcoming of the F6 Extension Business Case." It continued "the existence of a cabinet direction not to consider other options must not preclude the consideration of public transport."

The memo also cited similar directives for studies of the proposed Western Harbour Tunnel and Beaches Link, saying they "also did not incorporate public transport-based options.

The memo says the cabinet directive not to consider rail as an alternative is inconsistent with government principles and guidelines and "represents a fundamental shortfall in Transport for NSW meeting its responsibilities in achieving value for the state's taxpayers".

It would appear that in the WestConnex M4-M5 Link Environmental Impact Statement this same mentality is continuing, with public transport not being addressed as a feasible alternative.

This makes the Environmental Impact Statement fundamentally flawed.

The Conclusion in the Heritage Impact Statement for Non-Aboriginal Heritage in the Environmental



Impact Statement for the WestConnex M4 - M5 Link eloquently sums up the extraordinarily damaging impacts of the overall WestConnex program of works -

The overall cumulative impacts of the WestConnex program of works to date on heritage items can be described as major and irreversible given the scale of the construction project. It has had a substantial impact by severing and eroding the legibility of a large part of the Haberfield conservation area (which was identified as being of State significance); it has removed evidence of subdivision layouts, modest Federation domestic architecture and estate landscaping (gardens, fences and tree lined streets).

Elsewhere, the demolition of locally significant heritage items (including the Rudders Bond Store) incrementally diminishes the early and mid-twentieth century industrial building stock from the southern and inner west suburbs of Sydney.

The WestConnex project comprises one of the most comprehensive upheavals to the road network that the city has experienced in recent years, for example since the construction of the Warringah Freeway, and in particular the impacts to the built fabric of the inner west suburbs are substantial.

The National Trust acknowledges and concurs with the HIS's view that "the cumulative impact to heritage has been dramatically reduced by tunnelling and through the site selection process for construction areas."

However the Environmental Impact Statement repeatedly argues that only with future road works such as the F6 Extension will the entire WestConnex system operate effectively and economically. In the Trust's view and with the experience of motorways to date it is doubtful that this project will operate effectively and efficiently and worse, it diverts scarce funds from more essential and less costly public transport alternatives.

The F6 Extension could not be constructed without major adverse impacts on the natural heritage along its route and without being funded by zoning for high-rise development in scarce open space.

The City of Sydney WestConnex Alternative Proposal provides a more effective alternative to the proposed M4 - M5 Link, saving billions of dollars and should be investigated as a better alternative.

Overseas transport trends should also be taken into account. The high population density in Japan, especially in urban areas, is associated with a low car ownership level and low car use, resulting from fundamentally different attitudes, government restraints, a high quality public transport system and a framework of taxes and allowances which favours public transport commuting.

The National Trust strongly opposes the WestConnex M4 - M5 Link development proposal and calls for a halt to motorway construction and the diversion of these funds to the provision of much needed public transport which would be more effective in removing vehicles from existing road networks and be a better solution to the problems of congestion.

Yours sincerely

Graham Quint  
Director, Advocacy  
The National Trust of Australia (NSW)

Submission: Online Submission from company The National Trust of Australia (NSW) (org\_object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227232](https://majorprojects.accelo.com/?action=view_activity&id=227232)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)



12 October 2017

The Director - Infrastructure Projects  
Planning Services  
Department of Planning and Environment  
GPO Box 39 Sydney NSW 2001

Dear Director,

**National Trust Submission on WestConnex M4 – M5 Link  
Environmental Impact Statement - Application number SSI 7485**

The National Trust lodges its strongest objections to the M4 – M5 Link Development Application and makes the following comments on the publicly exhibited Environmental Impact Statement. The Trust has had a long involvement in examining and commenting on urban motorway proposals.

In 1972, the National Trust opposed the North-Western and Western Expressways which would have cut a swathe through Glebe demolishing 800 homes and the property “Lyndhurst” to the steps of the Sydney Town Hall. In September 1976, the National Trust released its *Policy Statement on Urban Freeways* responding to the threats to Glebe posed by urban freeway proposals dating from the 1950s. This Policy was updated in July 1981 as the *National Trust Policy on Urban Freeway* to address moves to revive and construct the then abandoned inner urban freeway system. In 1989, the National Trust produced a discussion paper – *Towards a Transport Policy for the National Trust* which advocated a number of transport initiatives based on shifting the focus of transport provision by government towards “mass transport” and away from major road proposals.

A 1995 National Trust Policy Paper *Transport - The Heritage Implications* set down National Trust support for various actions to reduce transport pressures and indicated transport proposals that would be opposed by the National Trust. In September, 2005 a *Trust Alert – Motorway proposals threaten inner city Urban Conservation Area* publicised the Trust’s concerns that National Trust listed Urban Conservation Areas including Enmore, Annandale and the Dacey Garden Suburb at Daceyville were threatened by the motorway corridor and access proposals. A major lobbying campaign by the National Trust in the early 1990s in conjunction with local community groups, led to the proposed above-ground M5 motorway through the Wolli Creek Valley being built underground to save this important green space and its bushland, wetlands and rainforest.

Over the past fifteen years the Trust has continued to express concern at the heritage impacts of inner urban motorway proposals and has supported mass transport options such as light and heavy rail in preference to inner urban motorways.

As a city already choked with motor vehicle traffic at most hours of the day on both weekdays and weekends, Sydney needs to look to other large cities around the world to better understand how they deal with transport pressures and keep their urban spaces liveable and heritage unviolated.

Japan’s Tokyo has a population of 38 million (city and metropolitan areas) and a private car use of only 12%. Osaka in Japan has 19 million inhabitants and 45% of workers travel by train, 32% by bicycle and only 10% by private car. New York City’s Mayor Joe de Blasio proposes a decrease in the percentage of trips in private



vehicles to 12 percent from the current 31 percent to deal effectively with the city's commitment to reducing greenhouse gases.

Clearly Sydney's 69% private vehicle usage is the cause of the city's massive congestion and construction of even more motorways will only promote additional private vehicle use and massively exacerbate this problem.

The National Trust's February 2014 Policy on the Heritage Impacts of Urban Motorways states –

1. While acknowledging that the increased mobility and affluence of our society and an increasing population require much improved transport facilities, the National Trust will oppose further motorways being brought into the inner suburbs and central business district that threaten areas of great historical, architectural, scenic and social importance.
2. The National Trust will oppose the loss of public parklands for inner urban motorway construction, including both permanent loss involved with a motorway route/connection ramps or shorter term alienation during the construction phase.
3. The National Trust believes that the provisions of public/private partnership agreements for urban motorways should be made public and that such agreements must not contain penalty provisions for compensation payments to a motorway operator if a public transport system competes effectively with the motorway.
4. The National Trust would oppose public/private agreements that disadvantage the public who do not choose to use the toll roads constructed under those agreements.
5. The National Trust believes that massive expenditure on motorway development will divert much needed public and private investment away from public transport development which can move large numbers of people more effectively and with much less adverse heritage impact.
6. The National Trust believes that the constant daily movement of large transport trucks severely degrades the urban environment and will urge that rail transport should be the preferred means for transporting container goods related to Port Botany and Sydney Airport. The Trust would oppose motorway proposals which promote increased large truck movements through urban precincts, particularly those with heritage significance.
7. The National Trust acknowledges that inner city motorway development will be inextricably linked to residential/commercial redevelopment of higher densities in the zones adjoining the motorway and consequently would oppose such development or elements of that redevelopment when it;
  - Impacts upon or degrades the values of adjoining Heritage Conservation Areas,
  - involves the demolition of Listed Heritage Items,
  - involves the demolition of places which have been removed from Heritage Lists on non heritage-based grounds,
  - involves the demolition of places which, in the Trust's view are of indisputable heritage significance but which have been denied statutory heritage recognition.

#### **The Scope and Focus of the WestConnex M4 – M5 Link Environmental Impact Statement**

With particular reference to the WestConnex M4 – M5 Link Development Application and its accompanying Environmental Impact Statement, the Trust is deeply concerned that the EIS repeatedly refers to other future road proposals which are not the subject of this Statement, e.g. the proposed future Sydney Gateway, Western Harbour Tunnel and Beaches Link and the F6 Extension projects: -

Executive Summary, pages i, vi and ix,  
Introduction Project Overview, pages 1-1 and 1-2,  
Strategic planning and policy framework, pages 3-4, 3-11,  
Project Objectives, pages 3-25,  
State Infrastructure Strategy Update 2014, pages 4-7,  
Alternative 1 – Improvements to the existing arterial road network, pages 4-16,





The Project, pages 5-3, 5-4, 5-5,  
Traffic forecasting and modelling process, pages 8-5,  
Traffic Modelling Scenarios, page 8-8,  
Changes from the M4 East and New M5 EIS assessments, page 8-9,  
Assessment of operational impacts of the project, page 8-102,  
Screenline/parallel route analysis page, 8-109,  
Assessment of Cumulative Impacts – Cumulative projects, pages 8-145, 8-146, 8-147,  
General Traffic, page 8-148,  
Operational performance – St Peters interchange page, 8-156  
Expected traffic scenarios for the operational assessment, pages 9-12, 9-13  
Route average No<sub>2</sub> calculations, page 9-17  
Definition of modelling domains, page 9-19  
Modelled discrete receptor locations, page 9-23  
Ventilation outlets, page 9-29  
Ventilation outlets: locations and heights, page 9-31  
2033 Cumulative scenarios, page 9-54  
In-tunnel No<sub>2</sub>, levels along the route from M5 portal to M4 portal 2033-DSC, page 9-55  
Traffic, page 10-36  
Additional traffic data scenarios and interfacing projects, page 10-37  
Identifying Impacts, page 10-39  
Assessment of operational road traffic impacts, page 10-132  
Overview, page 11-3  
Study Area, page 11-3  
Carbon Monoxide, page 11-35  
Nitrogen dioxide, page 11-35  
Predicted peak concentrations of particulate matter in-tunnel: 2023, page 11-37  
Cumulative impact assessment, page 19-11  
Existing and proposed infrastructure, pages 19-12 and 19-13  
Traffic modelling scenarios (describing components in the road network for each scenario, page 22-11  
Emissions from vehicles during operation, page 22-14  
Combined project GHG emissions, page 22-15  
Cumulative operational emissions, page 22-16  
Projects assessed, pages 26-1, 26-2 and 26-3  
Projects included in the cumulative impact assessment, page 26-5  
Cumul. Operat. scenarios as defined for the traffic, air quality, noise and human health assess., page 26-13  
Cumulative operational traffic impacts (2023 and 2033), page 26-16  
Social and economic, page 26-26  
Justification – Summary of strategic need and justification, page 30-2  
Achieving WestConnex program objectives, page 30-6  
Conclusion, page 30-11

This Environmental Impact Statement is meant to relate to the proposed M4 – M5 Link. However, every aspect of the EIS - the Executive Summary, Project Objectives, Cumulative Impact Assessment, Traffic Modelling Scenarios to the Justification and Conclusion, references other future projects which may never be constructed. In the case of the F6 Extension, the National Trust believes it should never be constructed because of its massive and unacceptable impacts.

This Environmental Impact Statement cannot be taken seriously when it deals with other development proposals that have not been lodged and for which environmental assessments have not been undertaken.

If indeed, the feasibility and operational success of the M4 – M5 link is based on other development proposals which are unquantified, unfunded and whose environmental impacts have not been determined, then this Environmental Impact Statement is inadequate and misleading and should be rejected outright.



## **Any Feasible Alternatives to the Carrying Out of the Development**

Environmental Impact Statements are meant to include an analysis of any feasible alternatives to the carrying out of the development. The M4 M5 Link Environmental Impact Statement fails this requirement (as did the earlier M4 East EIS) in not addressing alternative public transport such as heavy or light rail systems. Given the extraordinary cost of the WestConnex development, alternative public transport may have been found to be a far less expensive and more efficient alternative.

A memo prepared within Transport for NSW dated September 26, 2016 and headed "Failure in Critical Options Analysis" and released to the media under the Government Information (Public Access) Act said that the decision not to benchmark the cost of the toll road against the cost of rail solutions "represents a serious and significant shortcoming of the F6 Extension Business Case." It continued "the existence of a cabinet direction not to consider other options must not preclude the consideration of public transport."

The memo also cited similar directives for studies of the proposed Western Harbour Tunnel and Beaches Link, saying they "also did not incorporate public transport-based options."

The memo says the cabinet directive not to consider rail as an alternative is inconsistent with government principles and guidelines and "represents a fundamental shortfall in Transport for NSW meeting its responsibilities in achieving value for the state's taxpayers".

It would appear that in the WestConnex M4-M5 Link Environmental Impact Statement this same mentality is continuing, with public transport not being addressed as a feasible alternative.

This makes the Environmental Impact Statement fundamentally flawed.

The Conclusion in the Heritage Impact Statement for Non-Aboriginal Heritage in the Environmental Impact Statement for the WestConnex M4 – M5 Link eloquently sums up the extraordinarily damaging impacts of the overall WestConnex program of works –

The overall cumulative impacts of the WestConnex program of works to date on heritage items can be described as major and irreversible given the scale of the construction project. It has had a substantial impact by severing and eroding the legibility of a large part of the Haberfield conservation area (which was identified as being of State significance); it has removed evidence of subdivision layouts, modest Federation domestic architecture and estate landscaping (gardens, fences and tree lined streets).

Elsewhere, the demolition of locally significant heritage items (including the Rudders Bond Store) incrementally diminishes the early and mid-twentieth century industrial building stock from the southern and inner west suburbs of Sydney.

The WestConnex project comprises one of the most comprehensive upheavals to the road network that the city has experienced in recent years, for example since the construction of the Warringah Freeway, and in particular the impacts to the built fabric of the inner west suburbs are substantial.

The National Trust acknowledges and concurs with the HIS's view that "the cumulative impact to heritage has been dramatically reduced by tunnelling and through the site selection process for construction areas."

However the Environmental Impact Statement repeatedly argues that only with future road works such as the F6 Extension will the entire WestConnex system operate effectively and economically. In the Trust's view and with the experience of motorways to date it is doubtful that this project will operate effectively and efficiently and worse, it diverts scarce funds from more essential and less costly public transport alternatives.





The F6 Extension could not be constructed without major adverse impacts on the natural heritage along its route and without being funded by zoning for high-rise development in scarce open space.

The City of Sydney WestConnex Alternative Proposal provides a more effective alternative to the proposed M4 – M5 Link, saving billions of dollars and should be investigated as a better alternative.

Overseas transport trends should also be taken into account. The high population density in Japan, especially in urban areas, is associated with a low car ownership level and low car use, resulting from fundamentally different attitudes, government restraints, a high quality public transport system and a framework of taxes and allowances which favours public transport commuting.

The National Trust strongly opposes the WestConnex M4 – M5 Link development proposal and calls for a halt to motorway construction and the diversion of these funds to the provision of much needed public transport which would be more effective in removing vehicles from existing road networks and be a better solution to the problems of congestion.

Yours sincerely

Graham Quint  
Director, Advocacy



**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 05:43:35 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Peter Nelsson (object)

**From:** system@accelo.com On Behalf Of Peter Nelsson  
**Sent:** Thursday, 12 October 2017 4:43:02 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Peter Nelsson (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Peter Nelsson  
 [REDACTED]  
 [REDACTED]

Rozelle, NSW  
 2039

Content:

I do object to parts of it but I generally support the WestConnex project as I believe that traffic passing through the denser inner suburbs should be, where possible, removed from the surface and put in tunnels. As well as improving traffic flow this would, hopefully, increase the public amenity on the surface and improve opportunities for public transport, safe cycling and walking.  
 I'd like to raise the following objections....

1. As so much extra traffic will be moving through these medium inner city suburbs there will be a corresponding increase in exhaust emissions. These emissions which are a proven health risk will be expelled from the tunnels through the various 'ventilation' shafts 24/7 into the atmosphere. These emissions are toxic, concentrated and unfiltered. This should not be permitted in residential areas. Residents are entitled to reasonably clean air. The Exhaust Shafts should be filtered. They should not be referred to as Ventilation Shafts.

2. When completed, a lot of extra traffic heading to the Harbour Bridge, the City and the Eastern Suburbs will now be funnelled from the tunnels at Rozelle onto the Anzac Bridge. The Anzac Bridge is already heavily congested and I can't see how it will cope with all this extra traffic. Traffic will be backing up into the tunnels. Westconnex should be connected underground to the Cross City Tunnel and ideally a couple of lanes exiting this tunnel connecting to the Western Distributor at the Southern approaches to Sydney Harbour Bridge.  
 After the Western Harbour tunnel is built the Anzac Bridge would then be able to provide bus lanes, dedicated cycle tracks and pedestrian paths.

[REDACTED]  
 Submission: Online Submission from Peter Nelsson (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227248](https://majorprojects.accelo.com/?action=view_activity&id=227248)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 07:32:13 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for [REDACTED] (object)

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Thursday, 12 October 2017 6:31:59 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for [REDACTED] (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

Similarly to the sale of the discredited Commonwealth Bank that has seemingly lost compass, compassion, and its bearings, I resent that a controlling interest in the Westconnex (51%) will be out of the hand of citizens. We see what happened when Macquarie took over the Sydney Airport: high costs for parking and a fat profit orientation. I would not mind that the new road is going under the end of my street if it benefitted Aussie citizens and not the corporate fat cats. And will the Chinese Gov't buy it?

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227275](https://majorprojects.accelo.com/?action=view_activity&id=227275)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Wednesday, 11 October 2017 2:10 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.

Hey, if you can't put filters on the stacks, why should we trust you on other issues? We demand world's best practice, i.e. FILTERS.

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the



impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

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

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

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]



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

Please reply to [REDACTED]

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

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Thursday, 12 October 2017 8:14:04 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I strongly object to WestConnex and believe that Stage 3 should not be approved. This project is already having huge negative impacts on the health and living conditions of residents in its path and there is no guarantee that residents in the western suburbs will use the link once finished due to unaffordable tolls that will be charged.

I urge the Minister to ensure that there is full and open consultation with Council and all people who will be affected before a tender decision is made. I understand that the community will not be consulted until mid-2018, after a decision to tender has already been made. If this were to happen it would make a mockery of our democracy.

My main objection to this project is that it makes Sydney unliveable.

The construction process has imposed intolerable conditions on the residents of The Inner West in terms of polluted air, loss of houses, gardens, trees and parkland, loss of parking spaces and increased noise, dust, vibration, disruption, increased traffic with travel time delays. This disruption occurs at all hours of the day and night. This cannot be allowed to similarly affect residents of Leichhardt, Lilyfield and Rozelle. If Stage 3 proceeds, this area of Sydney will be severely and negatively affected. The health of all residents will be put at risk with poor air quality due to unfiltered ventilation stacks at Haberfield, Rozelle and St Peters and roadside emissions from increased traffic.

The business case for WestConnex seems very poor. The fact that there was only one bid to build the interchange at Rozelle and this has been rejected shows that this is not viable. Families in NSW, especially Sydney have low wage growth and large mortgage repayments due to unaffordable property prices. It is extremely unfair to then impose expensive tolls for them to get to work each day. In fact, many drivers have chosen to use Parramatta Road rather than pay the toll on the M4.

I urge you to consult with and listen to the Inner West community before making a decision on Stage 3 of WestConnex.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227287](https://majorprojects.accelo.com/?action=view_activity&id=227287)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](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:** Thursday, 12 October 2017 8:49:00 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:  
Hi

Why had the new road suddenly gone under Annesley street in aleichhardt, why can't it go near the city link or near Catherine steeet near the industrial area hence bit impacting houses?

Regards  
[REDACTED]

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227291](https://majorprojects.accelo.com/?action=view_activity&id=227291)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 10:05:50 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Karen Pearson (object)

**From:** system@accelo.com On Behalf Of Karen Pearson  
**Sent:** Thursday, 12 October 2017 9:03:58 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Karen Pearson (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Karen Pearson  
[REDACTED]  
[REDACTED]  
[REDACTED]

Rozelle, NSW  
2039

Content:

I disagree with the whole westconnex project which seems poorly planned with limited public consultation. It feels like it is a very reactive project with plans changing all the time causing great anxiety and concern for locally affected residents. The main reason however is the fact that really the billions of public dollars should have been invested into better public transport options which will benefit the whole city and outer suburbs. It just does not make sense.

[REDACTED]  
Submission: Online Submission from Karen Pearson (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227295](https://majorprojects.accelo.com/?action=view_activity&id=227295)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)



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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Thursday, 12 October 2017 10:09:00 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details for [REDACTED] (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

Objection to Construction of Tunnels for Rozelle interchange and Iron Cove

#### 1. Toxic soil materials

Given the Rozelle area's history of high lead pollution levels in soil. Please advise in detail the protection measures that will be deployed to ensure this does not become a hazard to the community. Please provide detailed plans for toxic soil movements by route and timings and evidence to support no impact to residents throughout construction.

Please detail how this will differ from the current practices in the construction of the haberfield stage of the project whereby there is a significant amount of airborne materials and particles.

#### 2. Underestimation of spoil volume and mass

Given the depth, length and layers of tunnels being dug for the Rozelle interchange and Iron Cove tunnel are significantly longer and deeper than the tunnels at M4 East (which was estimated at 2.4 million cubic metres of surplus spoil), the Sydney Motorway Corporation have inadequately calculated the volume of surplus spoil to be removed, and therefore have significantly underestimated number of truck journeys, both full and empty, required to:

- A) Remove the spoil for the excavation of the tunnels and related emergency exits, and
- B) Import the material required to shore up, strengthen and make safe up to six layers of tunnels

Please provide a verified calculation of the total amount of spoil to be removed by an independent body, and the total amount of material required to be brought in to build the tunnels, in terms of volume and mass.

### 3. Inadequate planning for safe haulage and disposal of soil

Given that the vast majority of spoil will not be re-used on site, the lack of facilities for stock-piling spoil, the contaminated nature of the spoil, and the inadequate calculation of the volume of spoil, the Sydney Motorway Corporation has not adequately planned for the safe haulage and disposal of spoil.

Please provide a detailed plan planned for the safe haulage and disposal of spoil.

### 4. Impact on resident parking and community thoroughfares

Please provide a commitment to availability of inter suburb commuting, parking availability and acceptable traffic levels. Please detail how the contractor will be enforced to deliver to the standards agreed and what penalties will be imposed and repaid to the community as a result.

### 5. Underestimation of trucks marshalling and journeys required

Given that the Sydney Motorway Corporation intend to remove the majority of spoil for every tunnel associated with Rozelle interchange and Iron Cove from one single exit point in Rozelle Rail Yards, and they have inadequately calculated the volume of surplus spoil to be removed, they have therefore failed to allow for adequate truck marshalling and the knock-on effect to traffic on Victoria Road and other significant roads in Sydney. If 4.5 million cubic metres of spoil is to be removed using trucks with 30 cubic metre capacity, this equates to 150,000 trucks on spoil removal alone, excluding the haulage of materials to be brought in to be used for construction.

Please provide a truck management plan, verified by an independent expert body, detailing the volume of trucks, queuing times and impact to traffic on Victoria Road and other significant roads in Sydney.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227307](https://majorprojects.accelo.com/?action=view_activity&id=227307)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](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:** Thursday, 12 October 2017 10:17:00 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]

Content:  
 Objection to Westconnex

1. Please advise the mechanisms for holding the contracted parties to account on the environmental impact of this proposed stage during construction and operation when the contractors proposal is subject to change and not binding.
2. Please detail how the government will ensure the safety, amenity and economic value to taxpayers is achieved when there is no transparency on the commitment required of the contractor to the people of Sydney and NSW.
3. I understand a reason for the exclusion of air filtration systems from the proposal is the prohibitive cost of the electrical infrastructure required to run these. Please advise how a large scale project can go ahead when it is uneconomical to include key health protection systems for the people of NSW. Please explain how this results in the project being viable.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227309](https://majorprojects.accelo.com/?action=view_activity&id=227309)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](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:** Thursday, 12 October 2017 11:15:02 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:  
[REDACTED]  
[REDACTED]

Content:

To whom it may concern;

I wish to object to any removal of Burawan park as a result of works on the Rozelle Bay Interchange for the Westconnex project. The park and the foliage along this stretch of Whites Creek is home to a great deal of wildlife and reduces the noise pollution from the existing road. The park is used by cyclists and walkers to connect the historical suburb and Whites Creek reserve to the foreshore; this is a key part of the improvements to the Glebe and Rozelle bay harbour area and should be maintained in line with the proposed design for increased greenspace in this area.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227311](https://majorprojects.accelo.com/?action=view_activity&id=227311)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](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:** Thursday, 12 October 2017 11:17:00 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]

Address:

[REDACTED]

Content:

I am opposed to the construction of WestConnex and opposed to the location of the unfiltered Iron Cove stack for WestConnex on Terry Street close to Rozelle Public School .The stack should be located further away from the school AND filtered to limit pollution by the emissions of the area

IP Address: [REDACTED]  
Submission: Online Submission from [REDACTED] (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227313](https://majorprojects.accelo.com/?action=view_activity&id=227313)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** Wed, 11 Oct 2017 04:59:58 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Jonathan Gaskell (object)

**From:** system@accelo.com On Behalf Of Jonathan Gaskell  
**Sent:** Wednesday, 11 October 2017 3:54:00 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Jonathan Gaskell (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jonathan Gaskell  
[REDACTED]

[REDACTED]

Rozelle, NSW  
2039

Content:

Am very concerned about my children's health at the Rozelle Public School with 4-5 years of construction as close to the school as Wellington Street. I urge you to consider;

- \* Air quality monitoring at the school before, during and after construction
- \* The ventilation shaft at Terry Street to be filtered for PM2.5, or moved to a safer distance away from the school
- \* Truck management plans to ensure children's safety near the school
- \* Protection against excessive noise, dust, vibration and pollution during construction

These are helpless children we are talking about and they cannot defend themselves against such harmful pollution levels.

Please reconsider these flawed plans for the future of our children's health.

Thank you in advance,  
Jonathan

Submission: Online Submission from Jonathan Gaskell (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=226969](https://majorprojects.accelo.com/?action=view_activity&id=226969)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)



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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Wednesday, 11 October 2017 6:05:00 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:  
 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,

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227023](https://majorprojects.accelo.com/?action=view_activity&id=227023)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)



Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Wednesday, 11 October 2017 6:15:02 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:

As a concerned Rozelle Public School I request the following be implemented:

Air quality monitoring at the school before, during and after construction

The ventilation shaft at Terry Street to be filtered for PM2.5, or moved to a safer distance away from the school

Truck management plans to ensure children's safety near the school

Protection against excessive noise, dust, vibration and pollution during construction

Thank you.

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227029](https://majorprojects.accelo.com/?action=view_activity&id=227029)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** Wed, 11 Oct 2017 10:44:36 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Greg Hoffman (object)  
**Attachments:** 227067\_Westconnex submission Greg\_2017Oct11\_2142.pdf

**From:** system@accelo.com On Behalf Of Greg Hoffman  
**Sent:** Wednesday, 11 October 2017 9:44:15 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Greg Hoffman (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Greg Hoffman  
[REDACTED]  
[REDACTED]  
[REDACTED]

Rozelle, NSW  
2039

Content:  
I object to the EIS proposals that will directly affect my home. See attached outline of my concerns.

[REDACTED]  
Submission: Online Submission from Greg Hoffman (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227067](https://majorprojects.accelo.com/?action=view_activity&id=227067)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

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

To Whom It May Concern,

We are deeply concerned by findings outlined in the Westconnex M4-M5 Link (the "Project") Environmental Impact Statement ("EIS").

In particular, the current Project design results in multiple tunnels beneath the area roughly bounded by Albert St, Foucart St, Cheltenham St and Denison St (the "Neighbourhood") for the Iron Cove Link, Western Harbour Tunnel links and for exhaust ventilation tunnels. The Western Harbour Tunnels are particularly concerning given they are proposed to be at an unnecessarily shallow depth of less than 10m (EIS pg 6-25, Appendix E pg 17) which is otherwise only proposed at tunnel entry and exit points. They are also for a project which is years away from approval and may never proceed.

The EIS states that the above tunnels will result in the following impacts to our Neighbourhood:

- Higher ground borne noise than recommended night time levels of 35dB for periods of up to 19 days (EIS pg 10-128 and 10-129) and "Due to the number of tunnels being constructed in this area (consecutive construction works) the duration of impacts may extend at these locations". This is highly likely to impact our sleep, mental health and comfort and is absolutely unacceptable.
- Ground movement above the preferred criteria of 20mm and up to 35mm for some properties (EIS pg 12-39, 12-44). This is highly likely to cause significant, irreversible and unacceptable structural damage to our properties.

**We are outraged and demand that:**

- **No tunnelling of the Western Harbour Tunnel connections proceed in our Neighbourhood until that project is approved in its entirety.**
- **The depth of the Western Harbour Tunnel connections be increased to at a minimum, reduce ground movement settlement in this Neighbourhood to below the 20mm EIS criteria.**
- **Conditions of approval of the Project include clear mitigation strategies to ensure ground borne noise does not exceed the recommended night time NML of 35dB for extended periods on repeat occasions in our Neighbourhood.**

Kind Regards,



Greg Hoffman  
2A Alice St.  
Rozelle NSW, 2039  
0448 897 679



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:

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:

Smoke stack in close proximity to school

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: *Peter Wormleaton*

Address: *28 Gordon Street, Rozelle*

Email: *peter\_wormleaton@heineken.com*



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,
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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:

As a parent of RPS I am deeply concerned about the air pollution, noise + vibration as a result of the proposed WestConnex.

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: [REDACTED]

~~I allow~~ I 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: [REDACTED]

Address: [REDACTED]

Email: [REDACTED]



**From:** Claire Groundes-Peace <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 4:01 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, Claire Groundes-Peace, strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, Claire Groundes-Peace 53 Hornsey St, Rozelle NSW 2039, Australia

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This email was sent by Claire Groundes-Peace 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](mailto:campaigns@good.do), however Claire provided an email address ([clairegpeace@gmail.com](mailto:clairegpeace@gmail.com)) which we included in the REPLY-TO field.

Please reply to Claire Groundes-Peace at [clairegpeace@gmail.com](mailto:clairegpeace@gmail.com).

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

**From:** Sarah Swain <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 1:31 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

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

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

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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.

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

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

Yours sincerely, Sarah Swain 11 Woodlands Rd, Taren Point NSW 2229, Australia

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This email was sent by Sarah Swain 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](mailto:campaigns@good.do), however Sarah provided an email address ([swainy44@gmail.com](mailto:swainy44@gmail.com)) which we included in the REPLY-TO field.

Please reply to Sarah Swain at [swainy44@gmail.com](mailto:swainy44@gmail.com).

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



Department of Planning  
Received  
9 OCT 2017  
Scanning Room

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

1. **Heavy vehicle movements during peak hours – Leichhardt.** The EIS states that ‘reasonable and practical management strategies would be investigated to minimize the volume of heavy vehicle movements during peak hours.’ (8-53). This is also not acceptable as it is not known what will actually be done to manage this impact. It is not good enough for the EIS, which forms the basis of the approval of this project, to simply mention ‘investigations’ and not detail a proper plan (on which residents can comment) on management of heavy vehicle movements during peak hours. In addition, Darley Road is very congested from 7am until 9.30am and then from 4pm-6.30pm, well outside the ‘peak’ periods identified in the EIS. And the impact on traffic will be caused by ‘light’ vehicles and not simply heavy vehicles. It is clear that there is no plan for managing these vehicle movements. The EIS should not be approved as drafted. It is unacceptable for this volume of vehicles to be proposed for this critical arterial road with no plan for management.
2. **Light construction vehicle routes** – the EIS acknowledges that these vehicles will use ‘dispersed’ routes (8-62). In other words, construction vehicles will use and park on local roads. The EIS does not propose any management as to which roads they use. The addition of 70-100 light vehicle movements day in Leichhardt will result in our small, congested streets, which are already at capacity and suffering parking shortages, will have the added impact of workers travelling to and from the site and parking in local streets. There will be rat running. The EIS should provide an agreed route (using arterial roads only) that can be used by all vehicles associated with the project.
3. **EIS is Indicative only** - The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states ‘the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.’ The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. This means the community will have limited say in the management of the impacts identified in the EIS. The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions.
4. **Intersection of James St and City West Link** – The EIS (8-630 indicates that there will be an increase in traffic volume during construction of nearly 400 vehicles during peak hour. The only strategy to manage this is allowing a right-hand turn into James Street. This intersection is the third most dangerous in the inner west (based on TfNSW’s own statistics). There is no analysis of crash statistics at this intersection provided in the EIS. The EIS should not be approved in its current form. It needs to provide certainty to the community that they will be able to reasonable access this part of the road network in a timely and safe manner.

Please send me an acknowledgement and a response

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <i>Cassi Plate</i>
	Address: <i>35 Excelsior St</i>
Application Number: SSI 7485	Suburb: <i>Leichhardt</i> Postcode <i>2040</i>
Application Name: WestConnex M4-M5 Link	Signature: <i>ac Plate</i>
Please <b>INCLUDE</b> my personal information when publishing this submission to your website <b>Declaration</b> : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.	

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

1. **Traffic diversions – Leichhardt.** The EIS states that 'temporary diversions along Darley Road may be required during construction' (8-65). No detail is provided as to when these diversions would occur; there is no provision for consultation with the community; no detail as to how long the diversions will be in place and no comment on the impact of diversions on local roads or the amenity of residents. Will diversions occur at night? If so, down what streets? Diverting the arterial traffic from Darley Road down local streets (which are not designed for heavy vehicle volumes) will result in damage to streets, sleep disturbances for residents and create safety issues. There is also childcare centre and a school near the William Street/Elswick Street intersection which will be impacted by diverting vehicles onto local roads. It is unacceptable for proposed road diversions not to be detailed whatsoever in the EIS. The EIS should not be approved without setting out the impacts of road diversions on residents and businesses.
2. **Permanent water treatment plant and substation – Leichhardt** The proposal to locate this permanent structure in a residential setting is opposed. The site will have a negative visual impact on the area and is in direct line of sight of a number of homes. If approved, the facility should be moved to the north of the site further from homes.
3. **Discharge of water into storm water at Blackmore Oval – Leichhardt** The permanent substation and water treatment plant proposed for the Darley Road site facility should not be approved as part of the EIS. It proposes discharging water from the tunnels into the storm water canal near Blackmore Oval. This will devastate our waterways and impact negatively on the amenity of the bay which has four rowing clubs in close proximity. In addition, the environmental impacts of this discharge are not properly set out in the EIS.
4. **Impacts not provided – Permanent water treatment plant and substation –** The EIS states that there will be an office, worker parking and buildings to accommodate this facility on a permanent basis. It does not provide any detail as to – noise impacts, numbers of workers on site, 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.
5. **Removal of vegetation – Leichhardt.** The EIS states that all vegetation will be removed on the Darley Road site. There are several mature trees located on the north of the site. None of these trees should be removed as they provide precious greenery. They also act as a visual and noise screen for residents from the City West Link traffic. All efforts 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.

*Please send me an acknowledgement and a response*

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

1. **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.
2. **Crash statistics – City West Link and James St intersection.** The EIS only analyses crash statistics near the interchanges. It does not provide any detail as to the number of crashes at the James St/City West Link intersection which, on Transport for NSW's own figures, is the third most dangerous intersection in the inner west. Nor does it comment on the two fatalities that occurred on Darley Road near the proposed construction site. The EIS needs to detail the increased risk in crashes that will be caused by the additional 170 vehicles a day that are proposed to enter and leave Darley Road during the construction period. The EIS needs to detail how this risk of crashes will be managed to an acceptable level, which it does not.
3. **Worker parking – Leichhardt.** There is provision in the EIS for only a dozen worker car parks and no provision for the 100 or so workers who will be permanently based at the Darley Road site for up to five years. A major construction site project should not be permitted in a neighbourhood area without allocated parking for **all** workers. No other business would be permitted to be established without this requirement being satisfied – why is it acceptable for this project? In addition, the EIS proposes the removal of 20 car spaces used by residents on Darley Road and will remove the 'kiss and ride' facility at the light rail stop. This will result in residents being unable to park in their own street and will increase noise impacts from workers doing shift changeovers 24 hours a day. The EIS needs to mandate the use of public transport or provide for workers to be bussed in if adequate allocated parking is not provided.
4. **Number of vehicle movements – Leichhardt.** The EIS states that there will be 170 heavy and light vehicle movements a day during construction (5 years). There is no guarantee that these figures are accurate as they are indicative only. The effect of these movements will be drastically increased commuter times for anyone accessing the City West Link during peak periods. The Darley Road site is equally busy on Saturday and this is not accounted for or acknowledged in the EIS. The EIS should not permit this number of vehicle movements and should be rejected on this basis as there is no plan as to how this will be managed. Referring to a future traffic management plan is inadequate – there is no guarantee that any such plan will be able to manage this traffic impact to an acceptable level.
5. **Access routes – Leichhardt.** The EIS states that all construction vehicles will enter and leave via Darley Road. Although near the City West Link, Darley Rd abuts a large number of small, local streets and homes and streets near Darley Road will be impacted by a heavy vehicle movement every 3-4 minutes. This is an unacceptable impact. No heavy or light vehicle movements should be permitted on Darley Road whatsoever and an alternative route which does not involve Darley Road is the only route that should be approved.

please acknowledge receipt of this application  
signature:



Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <i>Alleyne Plate</i>
	Address: <i>35 Excelsior St Leichhardt</i>
Application Number: SSI 7485	Suburb: <i>Leichhardt</i> Postcode <i>2040</i>
Application Name: WestConnex M4-M5 Link	Signature: <i>A C Plate</i>
<p>Please <b>INCLUDE</b> my personal information when publishing this submission to your website</p> <p><b>Declaration</b> : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.</p>	

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

**1. Leichhardt Environmental issues - Substation and water treatment plant**

The EIS proposes that 'treated' water from the tunnel will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons.

**2. Presence of Substation and water treatment plant - Leichhardt**

There is no detail in the EIS about the impact of the ongoing Motorway maintenance activities during operation provided (noise, vibrations, hours of operation, workers on site etc). The community therefore cannot comment on the impact that this permanent facility will have on the amenity of the area. The erection of this facility should not be approved in the basis that no information is provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.

**3. Out-of-hours and night work - Leichhardt**

Because Darley Rd is highly congested during day time, it is likely there will be frequent out of hours and night work. The EIS as drafted effectively permits out of hours to be undertaken whenever this is convenient to the contractor. This will create an unacceptable impact on those living close to the site. The approval conditions need to prohibit out of hours and night work except in genuine exceptional circumstances (for example, a risk to life). It is unacceptable to not provide limits and clear rules on such work.

**4. Flooding - Leichhardt**

The EIS states that there may be impacts from flooding which, amongst other things, may disrupt drainage systems. Darley Road is in a flood zone and there have been ongoing issues with flooding requiring remedial work. This proposal creates an unacceptable risk of flooding and associated damage and a major tunnelling site should not be permitted on this site on this ground. There is no detail as to how the issues with flooding at Darley Road will be managed and on their potential impact on the area.

Disruption to road network - Leichhardt

**5. Disruption to road network**

The EIS states that there will be 'impacts' 'that would affect the efficiency of the road network.' No detail is provided in the EIS as to how cars will be able to access and cross the City West Link once 170 vehicles (heavy and light) access the site on a daily basis. It belies common sense how this can even be considered, given its impact on commuter times.

*Please send me an acknowledgement and a response to issues raised.*



Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <i>John Gillies</i>	
	Address: <i>35 Excelsior St</i>	
Application Number: SSI 7485	Suburb: <i>Leichhardt</i>	Postcode <i>2040</i>
Application Name: WestConnex M4-M5 Link	Signature: <i>[Signature]</i>	
<p>Please <b>INCLUDE</b> my personal information when publishing this submission to your website</p> <p>Declaration : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.</p>		

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

**1. Leichhardt Environmental issues - Substation and water treatment plant**

The EIS proposes that 'treated' water from the tunnel will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons.

**2. Presence of Substation and water treatment plant - Leichhardt**

There is no detail in the EIS about the impact of the ongoing Motorway maintenance activities during operation provided (noise, vibrations, hours of operation, workers on site etc). The community therefore cannot comment on the impact that this permanent facility will have on the amenity of the area. The erection of this facility should not be approved in the basis that no information is provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.

**3. Out-of-hours and night work - Leichhardt**

Because Darley Rd is highly congested during day time, it is likely there will be frequent out of hours and night work. The EIS as drafted effectively permits out of hours to be undertaken whenever this is convenient to the contractor. This will create an unacceptable impact on those living close to the site. The approval conditions need to prohibit out of hours and night work except in genuine exceptional circumstances (for example, a risk to life). It is unacceptable to not provide limits and clear rules on such work.

**4. Flooding - Leichhardt**

The EIS states that there may be impacts from flooding which, amongst other things, may disrupt drainage systems. Darley Road is in a flood zone and there have been ongoing issues with flooding requiring remedial work. This proposal creates an unacceptable risk of flooding and associated damage and a major tunnelling site should not be permitted on this site on this ground. There is no detail as to how the issues with flooding at Darley Road will be managed and on their potential impact on the area.

Disruption to road network - Leichhardt

**5. Disruption to road network**

The EIS states that there will be 'impacts' 'that would affect the efficiency of the road network.' No detail is provided in the EIS as to how cars will be able to access and cross the City West Link once 170 vehicles (heavy and light) access the site on a daily basis. It belies common sense how this can even be considered, given its impact on commuter times.

*please acknowledge receipt of this submission*

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>John Gillies</u>
	Address: <u>35 Excelsior St</u>
Application Number: SSI 7485	Suburb: <u>Leichhardt</u> Postcode <u>2040</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>JD Gillies</u>
Please <b>INCLUDE</b> my personal information when publishing this submission to your website <b>Declaration</b> : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.	

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

- 1. Construction hours – Leichhardt.** The EIS states that works affecting parts of the surface road network 'subject to high traffic volumes' will occur out of hours. As Darley Road falls into this category it is likely residents will be subjected to regular out of hours works. This is an unacceptable impact given the EIS provides for 10 weeks of surface works. Any approval conditions need to place a reasonable and enforceable limit on the number of nights of out of hours work.
- 2. EIS is 'indicative only'** The EIS states that the EIS is indicative only and can be subject to change by the contractor. In addition, the community will have no opportunity to comment on the detailed designs, nor on the preferred Infrastructure Report. The EIS should not be approved as it does not give the community a meaningful opportunity to comment on the impacts to which it will be subject to as a result of this project.
- 3. Lack of information** The EIS sets out the 'consultation' which has occurred with the community over the past 12 months. However, these consultation sessions have not provided any meaningful information. And in the EIS no detail is provided as to how impacts will be managed. For example, the traffic will be subject to a traffic management plan. What is traffic cannot be managed to an acceptable level at Darley Road? The EIS does not provide any assurance that impacts such as congestion caused by the addition of 170 vehicle movements a day at the Darley Road site, will be managed to an acceptable level.
- 4. Blackmore oval.** The EIS states that Blackmore Oval was not taken for this project as a result of feedback from the community. I understand that the site was unsuitable for tunneling as it suffered from flooding and was ruled out on this basis. The EIS should not contain misrepresentations such as this.
- 5. Flooding – Leichhardt.** Darley Road and adjacent streets such as Hubert St are exposed to flood. The flood impact could be exacerbated by the disruption or blockage of existing drainage networks, which are risks identified in the EIS. The EIS has not assessed whether the identified risk to the existing drainage network will cause increased risk of flood damage to flood lots and it fails to take account of the Inner West Council's Leichhardt Floodplain Risk Management Plan which contains recommended flood modification options. The EIS has not assessed whether its drainage infrastructure will impede the Inner West Council's Leichhardt Floodplain Risk Management Plan option HC\_FM3 to lay additional pipes/culverts from Elswick Street to Hawthorne Canal (via Regent Street and Darley Road). RMS has not assessed whether its drainage infrastructure will impede Inner West Council's Leichhardt Floodplain Risk Management Plan option HC\_FM4 to lay additional pipes/ culverts from William Street to Hawthorne Canal via Hubert Street and Darley Road. The EIS should not be approved as it has not properly explained or assessed these impacts.
- 6. Leichhardt North Light Rail –** The presence of hundreds of trucks and heavy machinery at the Darley Road site will make it difficult and hazardous for pedestrians to access the light rail. There is no detail in the EIS as to how this impact will be managed and the EIS should not be approved without properly identifying management strategies for this risk.

*please acknowledge receipt of this submission JDG*

**From:** [REDACTED]  
**Sent:** Wed, 11 Oct 2017 13:15:42 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Lexie Macdonald (object)  
**Attachments:** 226981\_westconnex submission\_2017Oct11\_1609.pdf

**From:** system@accelo.com On Behalf Of Lexie Macdonald  
**Sent:** Wednesday, 11 October 2017 4:10:04 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Lexie Macdonald (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Lexie Macdonald  
[REDACTED]  
[REDACTED]  
[REDACTED]

Rozelle, NSW  
2039

Content:  
please see attached document

[REDACTED]  
Submission: Online Submission from Lexie Macdonald (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=226981](https://majorprojects.accelo.com/?action=view_activity&id=226981)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)



11 October 2016

The Honorable Anthony Roberts.  
Minister for Planning.  
GPO Box 5341, SYDNEY NSW 2001.

The Director Transport Assessments  
Planning Services, Department of Planning and Environment  
GPO Box 39, SYDNEY, NSW 2001.

CC- The Premier of NSW,  
WestConnex project Team, Roads and Traffic minister, Politicians, Traffic Consultants.

SUBMISSION – OPPOSING THE ENVIRONMENTAL IMPACT STATEMENT for the  
WESTCONNEX M4-M5 LINK & ROZELLE INTERCHANGE.

Dear Minister, etc,

My family are residents and homeowners at 22 Percy Street Rozelle for about 30 years. Tunnels are proposed to be constructed directly under my house. I am writing to oppose WestConnex, and the consequential traffic burden to be imposed on Rozelle, airborne, noise and vibration pollution and most importantly the impact on my home of road tunnels proposed directly under my house. I also write to complain about WestConnex consultation. I found out about this consultation by accident from a neighbour.

As an architect and town planner I understand the impact development can have on a community. Rozelle is a cohesive inner city suburb with a vibrant and strong community. Rozelle's character is unique and the local sense of place needs to be protected and nurtured for current and future generations.

Rozelle has historical and conservation significance and needs to be preserved. We the residents of Rozelle object to the WestConnex proposal and do not want our suburb ravaged by such a badly conceived infrastructure proposal. More roads only leads to more traffic. They don't solve the problem. Only efficient, convenient and affordable public transport can solve Sydney's transport issues.

My family and I are completely opposed to the WestConnex proposal particularly the Stage 3 WestConnex M4-M5 link, the interchange "spaghetti" maze hub below Rozelle and my house, the unfiltered exhaust stack, the Iron Cove link tunnel and the second harbour tunnel. We completely object and oppose the Stage 3 WestConnex M4-M5 proposal and list the following objections, impacts, concerns and points:-

1. We are totally opposed to the WestConnex Stage 3 M4-M5 Link and interchange. We believe this proposal will have a devastating impact on our community, our health and our suburb; we are totally opposed to the planned traffic increases in and through our suburb associated with the WestConnex proposals.

2. We are totally opposed to the Rozelle interchange, the second harbour tunnel below Balmain Rozelle, and the Iron Cove link tunnel. I specifically object to tunnels below my house in Percy Street Rozelle.



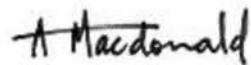
3. The Rozelle interchange needs to be scrapped entirely due to environmental, heritage and social concerns. And the devastating effect on our lives, our homes and our community.
4. We believe the only answer to Sydney's traffic chaos is to improve public transport.
5. Public transport needs to be the top priority for Sydney with a cohesive and extensive commuter rail / bus network over and above more roads and freeways.
6. We need and demand a world class public transport to make this city function effectively and to make better use of the taxpayer's dollar. More roads just create more traffic. They do not solve the transport problem
7. We believe the whole proposal is a disaster in terms of traffic management. The proposal will bring traffic chaos and congestion to our area. We believe the importation of traffic into the area from the M4, M5, CBD and the proposed new harbour tunnel will bring Victoria Road, Anzac Bridge and the City West Link into extended gridlock.
8. The proposal will cause significant pollution in Rozelle from vehicle emissions.
9. The proposal will pose a significant health risk to our community, local residents, the elderly, our children, local schools and pre-schools.
10. The interchange and tunnels particularly need to be removed from the Rozelle area.
11. We are totally opposed to unfiltered smoke exhaust stacks.
12. The smoke exhaust stacks must be removed from the Rozelle area due to health concerns, visual pollution and heritage impacts.
13. The proposed second harbour tunnel under Rozelle and Balmain must be deleted or moved further west so that additional congestion to Victoria Road, Anzac Bridge and the existing City West link are avoided. It should be moved westwards to align with Lane Cove Road.
14. Should this proposal proceed; then thorough dilapidation reports need to be carried out on all houses and buildings in the Rozelle area by independent dilapidation engineers and paid for by the State Government. And that ongoing vibration monitoring will be carried out during construction project period and beyond.
15. The proposal will cause significant vibrations during the construction period and likely will cause damage to my house and other dwellings and buildings in my street and Rozelle. Compensation for damage caused and rectification and repairs to my property is to be guaranteed.
16. We would like guarantees that future traffic usage of the tunnels will not cause vibration and noise; and if so we should be adequately compensated.
17. Construction impact from noise, dust, vibration and long term construction times will cause disruption and inconvenience to people's lives as well as negatively impacting on the health and wellbeing of local residents.
18. Any proposed future tunnels should be confined below main arterial roads and unused lands to minimise the impact on local communities and suburbs; ie. Victoria Rd and the Rail Yards.

In summary my Key Issues are:-

1. I completely oppose the Stage 3 WestConnex M4-M5 proposal.
2. I completely oppose the Rozelle interchange and the tunnels below my house at 22 Percy Street Rozelle.
3. I completely oppose the unfiltered exhaust stacks each side of Rozelle.
4. I oppose the Iron Cove Tunnel link below Rozelle.
5. I oppose the second harbour tunnel below Rozelle and Balmain. It should be moved westwards to align with Lane Cove Road and reduce traffic congestion in Lane Cove West and along Victoria Road.
6. I oppose the destruction of my local area; Rozelle and Balmain.
7. I demand an independently prepared detailed professional dilapidation report be carried out on my house.
8. I demand compensation should our house be damaged by this proposal.
9. I demand the State government compensate me for the loss of value of my property, stress and anxiety caused by this proposal, inconvenience and disruption to my life, noise, vibration, 24 hour construction activity and loss of wellbeing and quality of our lives.
10. I demand that a world class public transport system be implemented for the good of all Sydney commuters and to make more efficient use of taxpayers money.

I implore the Minister to refuse consent for the Stage 3 WestConnex M4-M5 proposals and to implement the design and construction of a world class metro and public transport system.

Sincerely,

A handwritten signature in black ink that reads "Lexie Macdonald". The signature is written in a cursive, slightly stylized font.

Lexie Macdonald  
22 Percy Street, Rozelle NSW 2039.

11 October 2016

The Honorable Anthony Roberts.  
Minister for Planning.  
GPO Box 5341, SYDNEY NSW 2001.

16 OCT 2017

The Director Transport Assessments  
Planning Services, Department of Planning and Environment  
GPO Box 39, SYDNEY, NSW 2001.

CC- The Premier of NSW,  
WestConnex project Team, Roads and Traffic minister, Politicians, Traffic Consultants.

**SUBMISSION – OPPOSING THE ENVIRONMENTAL IMPACT STATEMENT for the  
WESTCONNEX M4-M5 LINK & ROZELLE INTERCHANGE.**

Dear Minister, etc,

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Rozelle has historical and conservation significance and needs to be preserved. We the residents of Rozelle object to the WestConnex proposal and do not want our suburb ravaged by such a badly conceived infrastructure proposal. More roads only leads to more traffic. They don't solve the problem. Only efficient, convenient and affordable public transport can solve Sydney's transport issues.

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In summary my Key Issues are:-

1. I completely oppose the Stage 3 WestConnex M4-M5 proposal.
2. I completely oppose the Rozelle interchange and the tunnels below my house at 22 Percy Street Rozelle.
3. I completely oppose the unfiltered exhaust stacks each side of Rozelle.
4. I oppose the Iron Cove Tunnel link below Rozelle.
5. I oppose the second harbour tunnel below Rozelle and Balmain. It should be moved westwards to align with Lane Cove Road and reduce traffic congestion in Lane Cove West and along Victoria Road.
6. I oppose the destruction of my local area; Rozelle and Balmain.
7. I demand an independently prepared detailed professional dilapidation report be carried out on my house.
8. I demand compensation should our house be damaged by this proposal.
9. I demand the State government compensate me for the loss of value of my property, stress and anxiety caused by this proposal, inconvenience and disruption to my life, noise, vibration, 24 hour construction activity and loss of wellbeing and quality of our lives.
10. I demand that a world class public transport system be implemented for the good of all Sydney commuters and to make more efficient use of taxpayers money.

I implore the Minister to refuse consent for the Stage 3 WestConnex M4-M5 proposals and to implement the design and construction of a world class metro and public transport system.

Sincerely,



Lexie Macdonald  
22 Percy Street, Rozelle NSW 2039.



**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 02:18:06 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Liam Duffy (object)

**From:** system@acelo.com On Behalf Of Liam Duffy  
**Sent:** Thursday, 12 October 2017 1:17:00 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Liam Duffy (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Liam Duffy  
 [REDACTED]  
 [REDACTED]

Rozelle, NSW  
 2039

Content:  
 Reference: Westconnex M4-M5 Submission / Objection

#### Objection to Construction of Tunnels for Rozelle interchange and Iron Cove

##### 1. Underestimation of spoil volume and mass

Given the depth, length and layers of tunnels being dug for the Rozelle interchange and Iron Cove tunnel are significantly longer and deeper than the tunnels at M4 East (which was estimated at 2.4 million cubic metres of surplus spoil), the Sydney Motorway Corporation have inadequately calculated the volume of surplus spoil to be removed, and therefore have significantly underestimated number of truck journeys, both full and empty, required to:

- A) Remove the spoil for the excavation of the tunnels and related emergency exits, and
- B) Import the material required to shore up, strengthen and make safe up to six layers of tunnels.

Please provide a verified calculation of the total amount of spoil to be removed by an independent body, and the total amount of material required to be brought in to build the tunnels, in terms of volume and mass.

##### 2. Inadequate planning for safe haulage and disposal of soil

Given that the vast majority of spoil will not be re-used on site, the lack of facilities for stock-piling spoil, the contaminated nature of the spoil, and the inadequate calculation of the volume of spoil, the Sydney Motorway Corporation has not adequately planned for the safe haulage and disposal of spoil. Please provide a detailed plan planned for the safe haulage and disposal of spoil.

##### 3. Underestimation of trucks marshalling and journeys required

Given that the Sydney Motorway Corporation intend to remove the majority of spoil for every tunnel associated with Rozelle interchange and Iron Cove from one single exit point in Rozelle Rail Yards, and

they have inadequately calculated the volume of surplus spoil to be removed, they have therefore failed to allow for adequate truck marshalling and the knock-on effect to traffic on Victoria Road and other significant roads in Sydney.

Please provide a truck management plan, verified by an independent expert body, detailing the volume of trucks, queuing times and impact to traffic on Victoria Road and other significant roads in Sydney.

4. Potential overlap of construction with the Western Harbour Tunnel and Beaches Link Project

I object to both projects overlapping, as it will result in significant detrimental impact to sensitive receptors in Rozelle and local residents.

  
Submission: Online Submission from Liam Duffy (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227183](https://majorprojects.accelo.com/?action=view_activity&id=227183)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** Thu, 12 Oct 2017 06:30:18 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for warwick pidgeon of private citizen (comments)

**From:** system@accelo.com On Behalf Of warwick pidgeon  
**Sent:** Thursday, 12 October 2017 5:30:00 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for warwick pidgeon of private citizen (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: warwick pidgeon  
 [REDACTED]  
 [REDACTED]

Rozelle, NSW  
 2039

Content:

Dear Sir

I am most surprised the extension to the M4-5 exits at Iron Cove Bridge

Victoria Rd Drummoyne is extremely congested NOW

AM Peak Both ways

PM Peak Both Ways

Most of Saturday & Sunday

So

I would like to recommend the exit & Entrance be at the City side Gladesville Bridge

This will

Remove congestion noted above

Relieve the Issues at the Lyons rd & Victoria Rd intersection

Allow Traffic to dissipate efficiently on the Northern side of the Gladesville Bridge

For planning for the future this must be considered & reviewed

I understand there will be additional Cost but may relieve future issues

Thank you

Warwick Pidgeon

[REDACTED]  
 Submission: Online Submission from warwick pidgeon of private citizen (comments)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227262](https://majorprojects.accelo.com/?action=view_activity&id=227262)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)



**From:** [REDACTED]  
**Sent:** Wed, 11 Oct 2017 00:52:00 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for N. Bianchino of Resident (object)

**From:** system@accelo.com On Behalf Of N. Bianchino  
**Sent:** Wednesday, 11 October 2017 11:39:01 AM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for N. Bianchino of Resident (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: N. Bianchino  
 [REDACTED]  
 [REDACTED]

ROZELLE, NSW  
 2039

Content:

1. We completely oppose the Stage 3 WestConnex M4-M5 proposal.
2. We completely oppose the Rozelle interchange and the tunnels below my house.
3. We completely oppose the unfiltered exhaust stacks each side of Rozelle.
4. We oppose the Iron Cove Tunnel link below Rozelle.
5. We oppose the second harbour tunnel below Rozelle and Balmain.
6. We oppose the destruction of our suburbs; particularly Rozelle.
7. We demand an independently prepared detailed professional dilapidation report be carried out on our house.
8. We demand compensation should our house be damaged by this proposal.
9. We demand the State government compensate us for the loss of value of our property, stress and anxiety caused by this proposal, inconvenience and disruption to our lives, noise, vibration, 24 hour construction activity and loss of wellbeing and quality of our lives.
10. We demand that a world class metro system be implemented for the good of all Sydney commuters.

We implore the minister to refuse consent for the Stage 3 WestConnex M4-M5 proposals and to implement the design and construction of a world class metro and public transport system.

[REDACTED]  
 Submission: Online Submission from N. Bianchino of Resident (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=226838](https://majorprojects.accelo.com/?action=view_activity&id=226838)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for company Camperdown Residents Against WestConnex (CRAW) (org\_object)

**From:** system@acelo.com On Behalf Of [REDACTED]  
**Sent:** Monday, 16 October 2017 12:43:06 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details for company Camperdown Residents Against WestConnex (CRAW) (org\_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

**Name:** [REDACTED]  
**Organisation:** Camperdown Residents Against WestConnex (CRAW) (Convenor)  
**Govt. Agency:** No  
**Email:** [REDACTED]

**Address:**  
 [REDACTED]  
 [REDACTED]

**Content:**

CRAW strongly objects to WestConnex. In particular we object to the M4/M5 Link known as WestConnex Stage 3. We call on the Dept of Planning to reject this EIS, call a halt on all activity in preparation for Stage 3 and to hold a full inquiry into the cost-benefit to the state's taxpayers, the business plan, the design, the proposed sale, and the alleged corruption of Premier Gladys Berejiklian surrounding the Darley Road property when she was Transport Minister.

EIS is Indicative only. The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. 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.'

At the Camperdown site and environs, we strongly object to the following:

**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. The EIS should not be

approved without details of the proposed mitigation and/or compensation to be paid to residents.

#### Noise impacts - Pymont Bridge Road site

The EIS indicates that residents will be subjected to severe noise impacts for up to 4 months, caused by the long-term construction work proposed for this site which includes 8 weeks to demolish buildings, followed by 6 weeks to establish construction facilities, with pavement and infrastructure works required (EIS, 10-112) The EIS contains limited mitigation proposed to manage such impacts.

#### 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.

#### Ground-borne out-of-hours work - Camperdown

The EIS acknowledges the noise and vibration impacts and the need for work to occur outside of standard daytime construction hours. It simply states that 'the specific management strategy for addressing potential impacts associated with ground-borne noise...would be documented in the OOHW protocol. This is inadequate as it is not specific and thus the community have no opportunity to comment on the OOHW protocol or the management of the ongoing impacts to which they will be subjected.

#### Ambient air quality

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

#### Acoustic shed - Pymont Bridge Road site

Despite setting out the noise impacts of construction at this site, the lowest grade acoustic shed is proposed as mitigation. The EIS states that the Acoustic shed performance should be 'upgraded' and the site hoarding increased to 4 metres 'in select areas.' (EIS, 10-119). No detail is provided as to how effectively these enhancements will manage the noise and vibration impacts of construction.

#### Out of hours work - Pymont Bridge Road site

Up to 14 'receivers' at this site are predicted to have impacts from high noise impacts during out of hours work for construction and pavement works for approximately 2 weeks caused by the use of a rock-breaker. Again, no plans to relocate or compensate residents affected is provided in the EIS (EIS, XV) The only mitigation contained in the EIS is that the use of the road profiler is to be limited during out of hours works 'where feasible.' (Table 5-120) In other words, there is no mitigation whatsoever for residents affected by daytime noise and a possibility that they will be similarly affected out of hours where the contractor considers that it isn't feasible to limit the use of the road profiler. This represents an inadequate response to managing these severe noise impacts for residents.

#### Visual amenity - Pymont Bridge Road site

The EIS acknowledges that visual impacts will occur during construction. However, it does not propose to address these negative impacts in the design of the project. This is unacceptable and the EIS needs to propose walls, plant and perimeter treatments and other measures at appropriate locations to lessen the impact on visual amenity. (Executive Summary xviii)



#### Noise from trucks entering and exiting the site - Pymont Bridge Road site

The EIS states that there will be noise 'exceedances' for trucks entering and exiting the site (Table 5-120). No detail is provided as to the level of any such 'exceedance'. Nor does it propose any mitigation other than investigations into 'locations' where hoarding above 2 metres can be utilized to control trucks in the queuing area. This does not result in any firm plans to manage the noise. Nor is enough detail provided so that those affected can comment on the effectiveness of this proposed mitigation measure.

#### 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. The concerns of the professional body, the Labour History Sydney, regarding the heritage value of Bignell Lane, Camperdown is addressed in their separate submission.

#### Bridge Road School - Pymont 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 consideration for primary school children with behavioural disabilities. Their learning in a suitable environment to which they have been withdrawn from their home schools will be disrupted impacting on their education and behaviour. Consultation is not considered an adequate response and detailed mitigation should be provided which will reduce the impacts to students to an acceptable level.

#### Management of traffic flow along Parramatta Rd Camperdown

There is insufficient detail about how the site will affect traffic along Parramatta road especially in an easterly direction in the morning peak as a lane will be lost for trucks entering the dive site to collect spoil. This will greatly impact for up to 4 years the capacity of commuters to get to their work. Buses will be unpredictably late, and cars held up, with potential for standstill.

#### Traffic gridlock

As has occurred in Stage 2 construction, the westward traffic along Parramatta Road backs up across traffic lights. With the requirement for B double trucks to enter Parramatta Road from Pymont Bridge Road, long trucks turning will not necessarily be able to complete their journey across the intersection, thereby causing gridlock. Businesses will not be able to access their premises.

#### Rat Running into local streets and lanes

As a result of slow, congested traffic to gridlock, motorists and trucks will attempt to avoid congestion and move where possible into local streets. Many of these are narrow and hilly, with short roundabouts, and pedestrian crossings e.g. Booth Street, putting local pedestrians, bikes and other cars at considerable risk. There is no comment about how Booth Street will be adequately managed. There is danger of serious accidents along the shopping centres of Annandale where there is pedestrian traffic and crossings. The EIS does not give sufficient reassurance that this situation will be well managed by the

relevant authorities.

#### Toll avoidance and rat running into local areas

With the demand to sell WESTCONNEX to a private company, the tolls will induce local traffic to find short cuts through streets and lanes never intended for through traffic. This is a destruction of neighbourhood amenity as well as dangerous.

#### Increase feeder traffic on local roads

The dependence on cars will increase with the promise of faster trips, however roads feeding into the M4M5 Link will need to be upgraded and strongly impacted on safety, use and local council budgets. Where a State Road such as Johnston Street Annandale is used for heavy trucks the surface will deteriorate quickly.

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

The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken during detailed design'. The Community should be given an opportunity to comment upon and influence the design and we object to the approval of the EIS on the basis that this detail is not provided, nor is the community (or other stakeholders) given an opportunity to comment or influence the final design. Furthermore, residents' concerns that the construction site at Camperdown may later be given modification approval for a portal is not addressed adequately in the EIS. And this concern is significant given that this approach to 'planning' has been employed in the construction of Stage 1 and 2. The likelihood of such a modification increases with the fact that the exit to the city along Broadway was changed and moved only 1km west along Parramatta Road towards Mallett and Pyrmont Bridge Roads.

#### Air pollution

Of greatest concern is the air pollution from unventilated stacks and induced demand on roads in lieu of public transport. The EIS does nothing to reassure the Sydney public that the health risks of increased stroke, heart disease and respiratory illnesses, will be addressed at all adequately. These health risks, occasioning the higher morbidity and mortality associated with diesel and fine particulates have been repeatedly stated publicly by health authorities such as Professor Paul Torzillo, University of Sydney and Head of Respiratory Medicine at Royal Prince Alfred Hospital. The dense population of the area and its topography exacerbate the air pollution risks. Three Rozelle stacks will simply be discharging at the height where, for example Annandale North Public School, and many houses are sited.

Camperdown Residents Against WestConnex (CRAW) object strongly to Stage # M4M5 link and respectfully submit that the lack of specificity in this 'supposed EIS' is inadequate for the Secretary of the NSW Planning to grant planning approval. We urge that SMS be required to resubmit a competent EIS for consideration, if approval is to be validly obtained for such a State Significant Project.

Yours sincerely

[Redacted Signature]

Convenor  
Camperdown Residents Against Westconnex (CRAW)

IP Address: [Redacted]

Submission: Online Submission from company Camperdown Residents Against WestConnex (CRAW)  
(org\_object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=228036](https://majorprojects.accelo.com/?action=view_activity&id=228036)

Submission for Job: #7485 WestConnex M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link

[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:** [REDACTED]  
**Sent:** Thursday, 12 October 2017 8:22 AM  
**To:** [REDACTED]  
**Subject:** FW: Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

Good morning ☺

Please see below submission.

Regards,  
 [REDACTED]

[REDACTED]  
 [REDACTED]  
 [REDACTED]




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**From:** John Boyle [mailto:campaigns@good.do]  
**Sent:** Tuesday, 10 October 2017 10:15 PM  
**To:** DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

I strongly object to the EIS, as presented, because it does not provide for “meaningful” consultation as required by the Secretary. Further, a great many residents residing within the proposed project zone were not notified, as would be expected, of the feedback sessions. A great number of submissions relating to the concept design, including the Inner West Council’s own submission, were ignored. The provision of glossy brochures, that are light on essential detail, which and state that ever impact will be managed by a ‘plan’. and which minimise the negative aspects of a project, could never be referred to as public consultation.

Yours sincerely, John Boyle

\_\_\_\_\_ This email was sent by John Boyle 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 John provided an email address (boylej@tpg.com.au) which we included in the REPLY-TO field.

Please reply to John Boyle at boylej@tpg.com.au.

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▪



**From:** John Boyle <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 11:00 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

The unsatisfactory traffic analysis demonstrates that if this proposed tollway and other proposed tollways were to be completed, the St Peters Interchange together with Frederick Street in Ashfield will be considerably more congested in 2033 if the project is ever, foolishly, built

Yours sincerely, John Boyle

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**From:**  
**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

\_\_\_\_\_  
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Please reply to [REDACTED] at [REDACTED]

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** [SPAM DETECTED BY EXO] Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

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

I object to unfiltered stacks in our community (they are planned for Haberfield, St Peters and Rozelle). In Rozelle there will be an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. I cannot understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks. I completely reject the statement in the EIS that if after years the unfiltered stacks are shown not to work, more

unfiltered stacks would be a better solution than filtering stacks. The government is exposing itself to a massive risk of compensation payouts if it does not require filtration of all stacks as a condition of approval.

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

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

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

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

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

PS This proposal is absolutely EVIL. It is against humanity! You will go to Hell for this! Or should I say go back there!

[REDACTED]

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

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** [SPAM DETECTED BY EXO] Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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Re: WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

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## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

So many aspects of this plan are flawed.

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I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

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

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi

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Westconnex is nothing more than a cynical asses and land grab with the cost to be borne by the taxpayer and the prize to former Liberal politicians and their cronies.

Will this project enable traffic to move more efficiently from the port and airport? The answer is of course not because no thought or planning has been put to what is surely the most fundamental need for Sydney's future.

Instead of a transparent plan for Sydney's traffic and one that involved honest and open consultation with the public, NSW Government has opted for a secretive and ever changing plan that is flawed because it hasn't had the necessary scrutiny.

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Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Your view on the application: I object to it**

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

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

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

Extra comments

Public transport, especially an inner city metro are better solutions to Sydney's transport needs.

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

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

Yours sincerely,

[Redacted signature]



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

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

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

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

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

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

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

Let's invest in public transport and decrease emissions!

Yours sincerely, [REDACTED]

\_\_\_\_\_ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Monday, 16 October 2017 1:30 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. This means the community will have limited say in the management of the impacts identified in the EIS. The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions .

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks. I am opposed to the entire project, but filtering the pollution stacks would be such an easy opportunity for the developers to reduce the health and environmental impacts without compromising any of the original plans.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

With four unfiltered emissions stacks in Rozelle, two in Haberfield (one each for the M4East and New M5) and two in St Peters, along with a large number of exit portals, residents of these area will suffer greatly from direct exposure to poisonous diesel particulates.

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

I object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it. This EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed.

The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street would greatly increase during the construction period and also be greatly increased if Stage 3 were ever completed. It states that Stage 3 would do nothing to improve traffic congestion in the area, in fact it will add to the problem. Many of these areas are already congested at peak times. Even the EIS recognises that this would have a negative impact on the local area as more and more people try to avoid the congestion by using rat runs through local streets.

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

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

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

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

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

There is reference in the EIS to the WestConnex Road Traffic Model version 2.3 (WRTM v2.3), a strategic traffic model that has been used in the traffic analysis. This model was developed by the NSW Roads and Maritime Services who have constantly pushed a motorway agenda to the disadvantage of the development of more public transport. There is insufficient explanation of the nature of the model, where it can be accessed and what function it plays in the analysis. There is no clear explanation of how the assumptions that underpin the WRTM have changed between EIS stages. Since so much else in the EIS including noise and air quality predictions are dependent on this forecasting, the lack of transparency makes it difficult for the EIS to be subject to independent critique.

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of many more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. NSW Planning has shown that it does not have the powers to enforce compliance. In this situation conditions are meaningless. I am appalled that there is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.



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

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

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

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

The EIS identifies a significant risk of leaks of contaminated water into Rozelle Bay and Alexandria Canal. Such risks to health of Sydney's waterways is not acceptable to me. The Sydney Motorway Corporation through its conduct at St Peters has shown that it cannot be trusted to manage contamination risks.

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

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

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

Yours sincerely, [REDACTED]

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Please reply to [REDACTED]

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

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

I am appalled by the Westconnex proposal. It will disrupt all the people in the community for little or no benefit, except the coffers of the developers. There has been little to no transparency as to how this ill-conceived development has been approved, possibly through developer donations to the political parties. And politicians who would not allow Westconnex in their neighbourhood seem quite happy for it to rip through the suburbs far removed from theirs. This smacks of moral corruption and lack of care or concern for your fellow citizens. Westconnex will be expensive and will increase the burden on disadvantaged citizens by raising the tolls they will be forced to pay. The money is best invested in public transport. An alternative solution which is kinder to the environment and better for the community has already been proposed. Why go for the more destructive and divisive option? We need to leave the world in a better state than we found it in!

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

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

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

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

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

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

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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.

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

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

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Thursday, 12 October 2017 10:34 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

This is an appalling, ill thought out scheme. Sydney needs a good public transport system, not more roads.

Rozelle junction is a nightmare traffic scenareo which will adversely affect the quality of life in my suburb.

The projected placement of unfiltered stacks on Victoria road is totally unacceptable, particularly in view of the inconvenient fact that one of them is adjacent to a primary school.

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

I object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it. This EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed.

The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street would greatly increase during the construction period and also be greatly increased if Stage 3 were ever completed. It states that Stage 3 would do nothing to improve traffic congestion in the area, in fact it will add to the problem. Many of these areas are already congested at peak times. Even the EIS recognises that this would have a negative impact on the local area as more and more people try to avoid the congestion by using rat runs through local streets.

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

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

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the



compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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**From:**  
**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

Previous WestConnex development has used asbestos contaminated landfill, and exposed other contaminated land without proper checks and balances. The history of the development of WestConnex sites should be reason enough to refuse any further application.

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

Yours sincerely, [REDACTED]

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

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

# SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

While there is a multitude of objections I could make against the ill-conceived Westconnex project overall and the M4/M5 Link EIS in particular, there are a few stand-out issues as follows:

- The traffic modelling figures upon which the entire project revolve beggar belief. It is reminiscent of the traffic forecasts that were used to justify the ill-fated Cross-City Tunnel and Lane Cove Tunnel projects which turned out to be financially abject failures. Given that AECOM has done the M4/M5 forecasts and also did the foresaid failed projects that ended up in court, it is incumbent on the NSW Government to have a reputable business (that is still in the traffic modelling business) to validate the data. I have worked with Veitch Lister Consulting before and have found them to be impeccable.
- The M4/M5 Link fails in its primary objective – to connect to the airport and Port Botany. On this single fact the EIS should find it not fit for purpose. Either build the right road or build none at all. The whole idea of tacking on another multi-billion dollar toll-road to try to ameliorate the design failures of the M4/M5 Link is the pinnacle of stupidity. Stop the project until the design is right, release the plan, call for feedback, then conduct a new EIS. It will be WAY cheaper in the long run.
- And speaking of stupidity, the design calls for two-lane tunnels. This is repeating the failures of the existing two-lane M5 tunnel. Has RMS et. al. not learned a thing? Future-proof it with three lanes!

So accordingly, I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on these grounds alone. Space precludes me including other equally important issues – however, I am confident that the knowledge residents of Sydney will cover them in ample detail.

NSW Planning must require the Proponent to properly and adequately address the impacts set out above 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.

Yours sincerely, [REDACTED]

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**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I object to this project and in particular:

- the significant increase in traffic on the ANZAC Bridge which will result, as shown in the traffic modelling in the EIS
- the construction of THREE exhaust stacks within the Rozelle area – why should one suburb have to suck up so much exhaust
- the lack of filters on these exhaust stacks – why cant the Government make the use of filters a minimum requirement for these exhaust stacks near residential areas
- the construction of “stub tunnels” for the future Western Harbour Tunnel when this project hasnt been approved yet

Also – some other objections below.

Thanks, [REDACTED]

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

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

The Environmental Impact Statement for Stage 3 admits that the traffic across the ANZAC bridge will be FAR 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 object to the EIS on the grounds that it fails the Secretary's requirement for “meaningful” consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a ‘plan’.

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

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

Yours sincerely, [REDACTED]

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**From:** John Bellamy <campaigns@good.do>  
**Sent:** Wednesday, 11 October 2017 8:01 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.

THE WESTCONGEST PROJECT IS CRAZY.

WE ARE EVEN CRAZIER IF WE ALLOW IT TO CONTINUE!

The truth will always come out in the end, so whoever you are in the public service, please note, that you ARE responsible for the social and environmental future of our City, State and Country.

DO NOT DO WESTCONNEX.

STOP WESTCONNEX

For \$50 Billion we can buy 5,000 electric buses made in Australia with a capacity to take 3.5 MILLION CARS off the road!!!

Its a WIN/WIN solution!

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Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS. The WestConnex project has serious flaws which have been highlighted by independent reports and reviews commissioned by local councils with the SGS report into the Updated Business Case providing a damning critique of the economic and financial claims made in favour of this tollroad.

WestConnex is ill-conceived and will destroy areas of significance character, large areas of Sydney's natural environment, carve up our suburbs and deliver more congestion and more pollution into our community.

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

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

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**From:** [REDACTED]  
**Sent:** Mon, 16 Oct 2017 11:33:48 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for [REDACTED] (object)

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Monday, 16 October 2017 5:29:04 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details for [REDACTED] (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]  
 Organisation: [REDACTED] (Director)  
 Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:  
 SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I write to wholly reject the proposed Westconnex m4/m5 link as detailed in the EIS, as well as earlier stages upon which this stage relies. We urge the Department to reject the proposal and offer the following justifications:

#### 1 CONTENT OF THE EIS

EIS Is effectively a 7,000+ page lie. It makes significant assertions on cost, time savings, urban design outcomes and delivery which are unsubstantiated and wildly variable.

As has been the case with many so-called State Significant Development, this EIS is Obfuscation masquerading as information, unable to provide the necessary long term benefits and assurances to benefit Sydney - and should be rejected.

Traffic growth in Sydney has been largely static since 2006, so why build any new motorways, let alone the orgy of motorways currently proposed, when we know that the addition of motorways are themselves the major inducement to increased car use?

Yet, dubious traffic modelling suggests that many urban roadways, namely the Anzac Bridge are already at 100% capacity. This assertion is a clear contradiction to the justifications offered for building Westconnex in the first place. Any rational proposal surely should have to prove that it does NOT add to the severity of current congestion, but reduces ACTUAL numbers, offering alternatives which relieve congestion in a socially, environmentally and financially responsible way.

Following on from this, current deformation of multiple intersection within 3km of St Peters interchange

which will be beyond capacity demonstrate that Westconnex is to have detrimental impacts well beyond its immediate boundaries, at great cost. On basic assessment, this is wholly unacceptable.

The EIS is based on built in numbers / assumptions for northern beaches extension, but ignores actual committed actions such as Euston Rd / McEvoy St widening and merge, King St gateway, Anzac Pde / Alison Rd atrocity, widening of Gardeners Rd and other road upgrades, which are to be publicly funded by RMS, further increasing the direct and indirect costs and physical damage to the city.

## 2 TRANSPARENCY AND ACCOUNTABILITY

Stage 3 does not make financial sense, doesn't post validate Stages 1 and 2. Justification is inadequate, and appears to run against the public interest, favouring that of the private.

The project appears to be driven by private profit not public interest, already indicated by the potential partial or whole sale before stage 3 is even underway. Private profiteering at the expense of good city planning, transport and environment is anti-democratic and risks long term damage to the urban environment, health, mobility and trust in government.

The delivery of private toll roads such as Westconnex guarantees profit for private operators, at expense of future NSW Governments and its citizens.

Does the privatisation contract or any other confidential document include a 'no competition' clause? What are the terms, and how will these be explicitly revealed to the public, who under representation of the government, appear to be bearing all of the risk?

How will the government guarantee that the fallout and subsequent costs are not left to public purse to remedy the failings of the privatised motorway?

## 3 URBAN DESIGN AND LIVEABILITY

No element of the EIS justifies this project on the basis of best-practice urban design. Motorways are mono-functional, and exclude critical ingredients of the city which are democratic and essential for quality city life. They are divisive and isolating, and their noise and pollution diminish amenity well beyond their immediate boundaries. Motorways are inappropriate urban places, and should be progressively removed to benefit the long term health and liveability of our cities, with available funding redirected to public transport projects.

Progressive cities around the world, including direct competitors of Sydney are doing the opposite to what is proposed for Westconnex:

- Paris has closed Right Bank motorway along the Seine and converted it into a promenade, returning alienated public land to people and multiple modes;
- Seoul removed its central motorway outright, and reinstated the river as public park and promenade providing quality environmental and recreation space; and
- San Francisco demolished its inner-city Embarcadero motorway, greatly enhancing the ability for the city to connect to its waterfront.

Increased traffic will impact directly on the ability to provide efficient and reliable bus services. The open wounds proposed will have dramatic effects on the ability to provide active transport opportunities, on street trees, on pedestrian amenity and on surrounding residential environments. Already disgraceful and unnecessary damage has occurred to Sydney Park, and loss of trees along Euston Road and Campbell Rd is an aggressive attack on the city. The direct loss of amenity, privacy, biodiversity and character are but a number of outcomes which leave a lasting negative effect on the city. The ability of the city to fight

urban heat island effect is greatly reduced, risking public health and putting critical infrastructure at risk - resulting in cost increases in other areas - i.e health. Many 100's of trees have already been lost for the construction of Westconnex, and this strategy should be halted and the severity of intervention thoughtfully considered to maintain and enhance the city's character, not eliminate it.

The indicative design for the Rozelle Interchange should be rejected, outright. The design is irrational and profligate, and completely inappropriate. The fact that Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it is an indictment. The EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed. It would also be absurd to place conditions on a project for which even the most basic details are not known.

The EIS suggest a number of other profligate and inappropriate motorway extensions which are also undetailed:

- F6 - through much needed urban parklands, significant wetlands and residential neighbourhoods. This corridor is highly suited to public transport alternatives, such as metro, which can be much better integrated into the urban fabric and reduce ACTUAL traffic numbers;
- Western Harbour tunnel - which will draw increased numbers of trucks and vehicles to areas currently already feeling the pressure of congestion. This increased traffic will require significant numbers of unfiltered exhaust stacks - greatly diminishing local amenity and risking the health of tens of thousands of residents through its concentrated output; and
- Expressway to Northern Beaches - would introduce a motorway in place of a rapid public transport service to an area traditionally poorly serviced by public transport. It is imperative that the construction of a rail line providing frequent rail services be put well above that of a motorway for this region of Sydney.

#### 4 LACK OF ALTERNATIVES

SMC was required to consider alternatives. This section in the EIS is superficial at best and fails to provide for best practice, world class transport planning. A scant analysis of alternatives depicts a charade that treats the people of NSW, and future generations, as mugs. Sham assessment of other options, especially public transport alternatives, appears disingenuous and against best-practice.

The City of Sydney has recently generated a well thought out alternative plan which has been ignored in the EIS. This indicates the outcome has been decided, with the EIS offering no meaningful consultation or alternative to improve the proposal.

The SMC should be required to engage with the City of Sydney plan and to respond to it. Any responsible system of planning governance would require this. A number of further alternatives exist and should be fully explored before any motorway project is built:

- Demand management / reduction scenarios such as Congestion Charges, rather than tollways, have been ignored as alternatives. These systems exist worldwide and have been successful for decades;
- Metro rail. At the same NSW govt is building a metro line under the most traffic-affected areas of Alexandria, St Peters, Waterloo, but there are no stops. No other city in the world is building 8km of metro line under densely populated areas without stations. There should be at minimum 3 additional stations between the proposed Waterloo stop and Sydenham. The lack of stations demonstrate a deliberate failure to increase coverage of the public transport system, which may in fact be holding up the dubious traffic numbers of Westconnex in this EIS;

Were stations appropriately built at the correct (world's best practice) distances, how many vehicles underpinning the justification of Westconnex would disappear?;



At a minimum, stations should be provided at St Peters serving also Sydney Park, Euston Rd in Alexandria and an Interchange with Green Square;

Why was Waterloo Station placed so close to the existing Redfern Station - where catchments overlap and recent and future renewal sites in East Redfern and Victoria Park are out of reach?;

- Duplication of Port Botany Freight rail line and inter-modals to substantially reduce truck movements. This is decades overdue, and a significant upgrade to freight services which are of a 3rd-world quality;
- Light rail lines - to serve the intensive increased density in East Redfern, Green square, Rosebery and linking anticipated uplift in the eastern suburbs currently lacking any structural rail options; and
- An integrated network of separated on street Cycle ways.

All of these real alternatives should be done in preference to any motorway construction, and this EIS rejected until all alternatives explored thoroughly. Each of these have the ability to REDUCE the mode-share of private vehicles and trucks, and return streets to manageable conditions where they function for multiple modes, the environment, and public life.

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

Submission: Online Submission from [REDACTED] (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=228250](https://majorprojects.accelo.com/?action=view_activity&id=228250)

Submission for Job: #7485 WestConnex M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_job&id=7485](https://majorprojects.accelo.com/?action=view_job&id=7485)

Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

**From:**  
**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

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

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

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

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

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

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

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I object to the ill-conceived project and the uncoordinated planning of the Rozelle intersection, WestConnex, HarbouLink and the Bays Precinct. It is madness to let the roads dictate the development of this area. Sydney needs public transport solutions that not only move people in and out of the city but around it. More Metro lines including orbital ones are required for the future not roads.

Wheres the consideration of future transport, rather than single occupant car dominated projects? In not too may years it will be considered a massive waste of public money that would have ben better spent on public transport rather than private transport.

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Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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I object to using the Daley Road Dive site, with a risk that it will impact on local communities in ways similar to that of the 'scars' at Haberfield and St Peters. Both have been handled in the most disgraceful and disrespectful ways to local community. The minister should provide binding agreements that the dive site will never involve work before 7:30am and after 5pm. This level of disturbance is already unacceptable for many who work from home or have young children.

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**Sent:** Wednesday, 11 October 2017 8:42 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

I can't believe so much money is going on a project that does not address the modern day world but that will simply create more congestion – as evidenced by Anzac Bridge, Iron Cove Bridge and will still bottleneck at Newtown. We need to spend this money on public transport and cycleways – and car traffic would lessen.

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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

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

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

- The volume of extra heavy traffic in the Rozelle area and the acknowledged impact this will have on local roads is completely unacceptable to me.
- A lot of work has gone into building cycling and pedestrian routes in Rozelle and Annandale. Interference and disruption of routes for four years is not a 'temporary' imposition.
- The Air quality data provided in the EIS is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
- I am appalled to read in the EIS that more than 100 homes across the Rozelle construction sites will be severely affected by construction noise for months or even years at a time. This would include hundreds of individual residents including young children, school students and people who spend time at home during the day. The predicted levels are more than 75 decibels and high enough to produce damage over an eight hour period. Such noise levels will severely impact on the health, capacity to work and quality of life of residents. NSW Planning should not give approval to a project that could cause such impacts. Promises of potential mitigation are not enough, especially when you consider the ongoing unacceptable noise in Haberfield during the M4East construction.
- The EIS claims to have saved Blackmore Park and Easton Park due to negative community feedback. I am concerned that this is a false claim and that this site was never really in contention due to other physical factors. I would like NSW Planning to investigate whether this claim is correct to have heeded the community is false or not.
- The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction.(Executive Summary xviii)
- The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)

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

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

- It is outrageous to suggest that four unfiltered stacks would be built in one area in Rozelle
- The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii –iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.
- It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.
- The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
- I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.
- I do not consider it acceptable that cycling/pedestrian routes should be changed for four years in Annandale and Rozelle in ways that will make cycling more difficult and walking less possible for residents with reduced mobility. These are vital community transport routes.
- 602 homes and more than a thousand residents near Rozelle construction sites would be affected by noise sufficient to cause sleep disturbance even if acoustic sheds and noise walls are used..The EIS promises negotiation to provide even more mitigation on a one by one basis. This is not acceptable to me. As other projects have demonstrated, those with less bargaining power or social networks have been left more exposed. In any case, there is no certainty that additional measures would be taken or be effective.

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- The lack of clarity leads to a suspicion that areas of concern are being covered up.
- I am appalled to read in the EIS that more than 100 homes across the Rozelle construction sites will be severely affected by construction noise for months or even years at a time. This would include hundreds of individual residents including young children, school students and people who spend time at home during the day. The predicted levels are more than 75 decibels and high enough to produce damage over an eight hour period. Such noise levels will severely impact on the health, capacity to work and quality of life of residents. NSW Planning should not give approval to a project that could cause such impacts. Promises of potential mitigation are not enough, especially when you consider the ongoing unacceptable noise in Haberfield during the M4East construction.
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- The volume of extra heavy traffic in the Rozelle area and the acknowledged impact this will have on local roads is completely unacceptable to me.
- The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
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