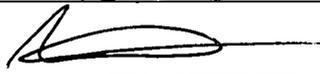


|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: Michael Hillier   |
|   | Address: 18-23 Crown St   |
| Application Number: SSI 7485  | Suburb: St Peters Postcode 2044   |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <b>include</b> my personal information when publishing this submission to your website<br>Declaration : 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:

- a. The latest EIS was released just ten business days after feedback period ended for the Concept Design for the M4/M5 and before preliminary drilling to establish a route through the Inner West is completed. WHAT IS THE RUSH? This EIS is little more than a concept design and is far less developed than earlier ones. It is composed of many indicate only plans such that it is impossible to know what the impacts will be and yet approval is being sought in a rush. The EIS ignores more than 1500 submissions, including one of 142 pages from the Inner West Council.
- b. One toll road leads to another 3 being proposed. The EIS's for the M4 East and the New M5 argued the case that serious congestion created near interchanges would be solved once the M4/M5 was built. Now it seems this is not the case and more roads will be needed to relieve the congestion – WHERE DOES THIS END? According to the M4/M5 EIS the real benefits will depend on building the Western Harbour Tunnel, the Airport Link and a tollway heading South. None of these projects have been planned, let alone approved but yet are part of addressing the congestion impacts acknowledged for the M4/M5link project. Given this how is it possible to know or address the impacts of the M4/M5 Link, unless this is just yet more justification for yet more roads?
- c. Research about roads clearly demonstrates that roads create congestion. The WestConnex project is no different and the EIS clearly indicates that this is an impact of the M4/M5 and the consequent roads that will follow. WHERE WILL THIS END AS THE m4/m5 Link EIS itself indicates the RMS is already hard at work considering how to solve these problems – of congestion caused by roads.
- d. Where is the commitment to community consultation and to long term planning when the EIS for the M4/M5 Link is released before any response to the extensive community feedback on the M4-M5 Link concept design could possibly have been seriously considered. This demonstrates deep government contempt for the people of NSW and the communities of the Inner West of Sydney in particular.
- e. The EIS was prepared by global engineering firm AECOM, which also prepared the EIS for Stages 1 and 2. When he approved these earlier stages, the then Minister for Planning Rob Stokes pointed to conditions of approval that would minimise impacts on communities. But the impacts have turned out to worse than expected.
- f. For example, the AECOM EIS for the New M5 failed to deal with how the massively contaminated land fill at Alexandria would be managed during construction. After months of sickening odours, the NSW EPA admits that despite fining SMC and requiring contractors to take measures to control odours, they have not stopped. It acknowledges that it does not have the power to stop work until WestConnex contractors comply with environmental regulations.

|  |   |
|--|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001                                       | Name: <i>Loyal El-jamal</i>   |
|  | Address: <i>8/19-23 Crown Street</i>  |
| Application Number: SSI 7485   | Suburb: <i>St Peters</i> Postcode: <i>2044</i>  |
| Application Name: WestConnex M4-M5 Link  | Signature:  |
| Please include my personal information when publishing this submission to your website<br>Declaration: <b>HAVE NOT</b> made any reportable political donations in the last 2 years |   |

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

- ◇ The EIS 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.
- ◇ The mainline tunnel alignment was influenced by a number of factors between Haberfield and St Peters. It is very concerning that one of these factors, states that this route was decided on for: "Future connections to the motorway network". This is of particular concern in the light of the Camperdown interchange removal. Westconnex was forced to remove this interchange due to pressure from the RPA Hospital, Sydney University and The Chinese Embassy. Knowing that the Camperdown Interchange was wanted it is highly concerning to see this reference to future motorway connections but no disclosures outlining where these connections maybe. The EIS also states that in 2016 extending a tunnel link to the South side of the Gladesville Bridge was seriously considered rather than to the Iron Cove Bridge but this was shelved due to costs. In light of the way residents and home owners have been dealt with by Westconnex the fact that other areas are being considered for add on sectors to this project is of great concern.
- ◇ The management of water in the Rozelle Yards is of great concern as the site is highly contaminated and the construction work that will be carried out will cause a great deal of disturbance especially once vegetation has been removed. There will be potential impacts from contaminated soils, leakage/spills of hydrocarbons and other chemicals from machinery, vehicles transporting spoil adjacent to roads and stormwaters, rinse water from plant washing and concrete slurries. Water from tunnelling activity and other works will also introduce contaminants. The EIS says that much of this water will be treated in temporary treatment facilities and sediment tanks before being released to Whites Creek and Rozelle Bay. The EIS does not disclose what levels of pollution controls will be implemented to make sure that contaminated water is not released into White's Creek or Rozelle Bay. This is not acceptable.
- ◇ In 2033 with the M4 - M5 link the WRTM is forecasting reductions in peak travel times between the M4 corridor and the Sydney Airport/Port Botany area. The times savings that are quoted miniscule! Between Parramatta and Sydney Airport the time saving is 10 minutes. Between Burwood and Sydney Airport the time saving is 5 minutes. Between Silverwater and Port Botany the time saving is 10 minutes. So for well over \$20Billion all that can be saved is just a handful of minutes! This total waste of public money is completely unacceptable.

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.

Submission to:

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

Name: Aysha Khan

Signature: [Handwritten Signature]

Attn: Director – Transport Assessments

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

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

Application Number: SSI 7485

Address: 20 MC. Gowan Ave

Application Name:  
WestConnex M4-M5 Link

Suburb: Parramatta Postcode: \_\_\_\_\_

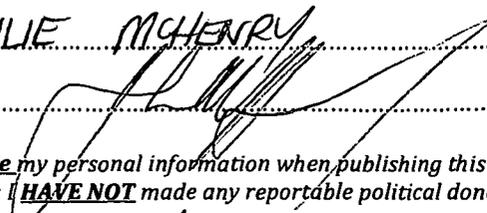
- A. The Project focuses on 'catering for traffic growth' (P4.15). This contradicts and undermines the NSW Government's Long Term Transport Master Plan and Future Transport web site which commit to an integrated approach to congestion management focussed on land use planning, demand management, public transport investment and "a coherent whole of network planning strategy", essentially aiming for growth in public transport and containing road demand to that required to serve the freight and servicing tasks.
- B. The WestConnex route has changed significantly over time, even after the initial August 2013 Business Case was approved by the NSW Government but not made public. Therefore an Updated Business Case on an updated concept was published in 2015. SGS Economics and Planning undertook a detailed assessment of this and reached the following conclusions:
- Misrepresentation of the Benefit Cost Ratio (BCR) as 1.71 when it was 1.64.
  - The Business Case did not identify Stage 3 WestConnex, connecting the M4 to the M5, as a priority for "filling in the missing links in Sydney's motorway network".
  - Modelling for post-2031 conditions was not undertaken, however benefits were assumed to continue until 2052.
  - The transport modelling is likely to have underestimated the impact of extra traffic induced by the additional capacity, which would significantly reduce the BCR.
  - The Business Case did not reflect global approaches to congestion management, such as transit investment and demand management.
  - The Business Case suggested WestConnex would help renew Parramatta Road by reducing traffic on it, despite the modelling showing that many parts of it would carry more traffic, not less.
  - Travel time savings are a key component of the positive BCR. A significant proportion of these supposed benefits arise from travel time savings were within the margin of error of modelling, or would be so small that motorists may not notice them (and therefore would not value them).
  - Insufficient justification was provided for the significant travel time savings, and economic benefits, factored into the BCR for business and light commercial vehicles – for instance there was insufficient analysis of origins and destinations of these trips.
  - The construction costs appear too conservative – if these increase, the BCR would reduce accordingly.
  - Other costs were not accounted for, such as reduced amenity on urban development, loss of land for higher value activities, and the health costs of potentially reduced public transport use.
  - In summary, SGS suggested that the actual BCR of the project could be less than 1:1, with NSW taxpayers exposed to the risk that the project may not succeed.

**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: JULIE MCHENRY

Signature: 

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

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

Address: 135 Young Street

Suburb: ANNANDALE Postcode: 2058

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.

**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:

James McNeil

Signature:

JMK

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:

9 Bennet St

Suburb:

Sunny Hill

Postcode

2010

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

1. The EIS admits that air pollutants will exceed permitted levels along the Canal Rd used to access the St Peters Interchange because the traffic will be heavier. This is an unacceptable impact which will adversely affect vehicle users because it is known that people in their vehicles are not protected from the air pollution, as well as anyone on foot or cycling in the streets around the interchange. No amelioration is offered.
2. 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.
3. The traffic around St Peters expected to be heavier because of the increased road access to the new Interchange will adversely affect our community because moving around to our parks and to the shops, to the buses and to the train stations, for pedestrians and cars, will be more difficult. Our community is being sacrificed for the marginal improvement in traffic movement elsewhere in Sydney. No measures to ameliorate the impact are mentioned. This is unacceptable.
4. The EIS admits that the increased traffic congestion around the St Peters Interchange will impact on bus running times especially in the evening peak hour and increase the time taken (2.5 minutes, which seems optimistic). The 422 bus and associated cross city services which use the Princes Highway are notorious for irregular running times because of the congestion on the Princes highway and cross roads, so an admitted worsening of the running time will adversely impact the people who are dependent on the buses. This will be compounded by the loss of train services at St Peters station while it is closed for the Sydney Metro build and then subsequently when it re-opens. In all the impact of the new M5 and the M4-M5 link is to worsen access to public transport significantly for the residents of the St Peters neighbourhood.
5. 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?

**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:

Rose Jackson

Signature:



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

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

Address:

15 Joseph St

Suburb:

Rozelle

Postcode

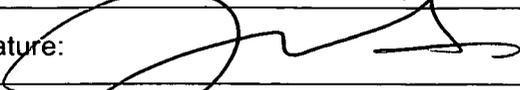
2039

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

- 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.
- Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.
- The 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.
- The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
- The social and economic impact study notes the high value placed on community networks and social inclusion but does nothing to seriously evaluate the social impacts on these of WestCONnex. Any genuine assessment would draw on experience with the New M5 and M4 East rather than ignoring it. This lack of genuine engagement with social impact reduces the study to the level of a demographic description and a series of bland value statement
- 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.
- Impacts not provided – Permanent water treatment plant and substation – The EIS states that there will be an office, worker parking and buildings to accommodate this facility on a permanent basis. It does not provide any detail as to – noise impacts, numbers of workers on site, any health risks associated with the facility. This is simply inadequate and the decision to locate this facility should be subject to a thorough assessment and approval process. It should not be approved as part of this EIS as there is simply no detail provided about the impact of this facility on the amenity of the area.

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

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

|  |   |
|--|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001   | Name: <u>JAY HAWKES</u>   |
|  | Address: <u>59 Sydney St</u>  |
| Application Number: SSI 7485   | Suburb: <u>Newtown</u> Ppstcode <u>1505</u>   |
| Application Name: WestConnex M4-M5 Link  | Signature:  |
| Please <b>include</b> my personal information when publishing this submission to your website<br><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:

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

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

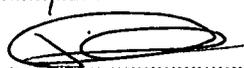
Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

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.

Submission to:

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

Name: Abdoulaye Diame

Signature: 

Attn: Director - Transport Assessments

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

Application Number: SSI 7485

Address: 24 My Street Haymarket

Application Name:  
WestConnex M4-M5 Link

Suburb: Haymarket Postcode: 2000

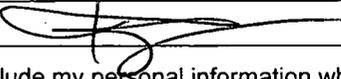
- 1) The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
- 2) The social and economic impact study notes the high value placed on community networks and social inclusion but does nothing to seriously evaluate the social impacts on these of WestCONnex. Any genuine assessment would draw on experience with the New M5 and M4 East rather than ignoring it. This lack of genuine engagement with social impact reduces the study to the level of a demographic description and a series of bland value statement
- 3) Worker parking - Leichhardt. There is provision in the EIS for only a dozen worker car parks and no provision for the 100 or so workers who will be permanently based at the Darley Road site for up to five years. A major construction site project should not be permitted in a neighbourhood area without allocated parking for all workers. No other business would be permitted to be established without this requirement being satisfied - why is it acceptable for this project? In addition, the EIS proposes the removal of 20 car spaces used by residents on Darley Road and will remove the 'kiss and ride' facility at the light rail stop. This will result in residents being unable to park in their own street and will increase noise impacts from workers doing shift changeovers 24 hours a day.
- 4) 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.
- 5) The money spent on this stage could have been spent on modernizing the railway signal system so the train service could be improved which would benefit the communities west of Parramatta. What commuters out west really need is an extension of the heavy rail train system. I object that we were never given a choice about it.
- 6) The accuracy of the traffic modelling outputs can only be as good as the accuracy of the inputs. Projections of key inputs relating to population and employment become very unreliable beyond 10 or 15 years. In addition to this, the transport sector is facing a potentially significant disruption from connected, automated vehicles that may have a significant impact on traffic growth. This has not been considered or modelled.

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

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

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

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

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

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

#### Noise impacts

- The proponent has identified that the most affected receivers are residential receivers which adjoin the Darley Road civil and tunnel site (C4) at Leichhardt on Darley Road between Norton Street and Falls Street. The most noise affected receivers are located between Charles Street and Norton Street due to their proximity to the construction site.

The proponent has identified that the worst case construction scenario will occur during

- Road adjustments works
- spoil handling works within the acoustic shed during all works periods

Highest construction noise impacts:

- Use of a rock breaker during the daytime period as part of the demolition works and
- Use of a road profiler during the night-time period as part of the road adjustment works

I object to the EIS because the proponent provides that spoil handling works within the acoustic shed will take place for the duration of the construction phase which could be up to two to three years' duration, yet there is no clear plan for measures that will be taken to minimise noise impacts.

- I object to the Darley Road civil and tunnel site (C4) at Leichhardt on the basis that there is no clear plan in the EIS for measures that will provide the maximum possible level of mitigation from noise impacts. I also object because there is no clear plan for remedies available to residents who are impacted.
- I object to the EIS because the proponent's assessment of who are Highly Noise Affected receivers in the area adjacent to the Darley Road civil and tunnel site (C4) at Leichhardt is incorrect and wrongly minimises the actual number of Highly Noise Affected receivers.

- Many residents in Charles St and Hubert St were highly affected by noise from works conducted during the renovation of 7 Darley Rd in 2016. In Hubert St, residents at least as far as No 31 and No 32 Hubert St were affected. The affected properties are not correctly reflected in the EIS.

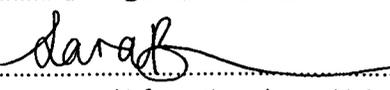
I object to the EIS because it underestimates the number of residents that will be highly affected by noise. It does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site.

- I object to the EIS because the proponent incorrectly asserts construction traffic is unlikely to result in a noticeable increase in LAeq noise levels at receivers along the proposed construction traffic routes (Darley Road, Leichhardt and City West Link). This does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site. The impact of these will be substantial.

Commercial trucks are very loud; a standard diesel engine produces approximately 100 decibels (dB) of noise.

Engine braking noise can be disturbing both because it is loud and also as it has a distinctive characteristic modulation. Engine braking noise is caused by pulses of gases being emitted from the truck exhaust system, giving a 'machine gun' sound.

I object to the Darley Rd site because of the level of noise that the trucks will cause.

|   |  |
|---|--|
| <p><b>Attention Director</b><br/> Application Number: SSI 7485</p> <p>Infrastructure Projects, Planning Services,<br/> Department of Planning and Environment<br/> GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p> | <p>Name: <u>Lara Boums</u></p> <p>Signature: <u></u></p> <p>Please include my personal information when publishing this submission to your website.<br/> I HAVE NOT made reportable political donations in the last 2 years.</p> <p>Address: <u>65 Bungaloe Ave, <del>NSW</del></u></p> <p>Suburb: <u>Balgownie Hts</u> Postcode <u>2093</u></p> |
|---|--|

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 widening of the Crescent between the City West link and Johnston St with an extra lane being constructed will lead to heavy traffic congestion. This will be exacerbated still further by extra traffic light control cycles being incorporated into the signaling at both Johnston St and at the City West Link, with the inclusion of an extra traffic light control 400m West from the Crescent / City West Link junction to manage the movement of large numbers of spoil trucks.
- B. The tunnels under Rozelle/Lilyfield are going to be in three levels. The EIS does not explain what safety procedures are being built into the project to deal with situations like serious congestion, accidents or fire. With a serious hold up on the deepest of these tunnels it is clear that the air quality will very quickly become toxic unless substantial air conditioning is a major part of the design. There is no in depth detail about how these issues are going to be addressed. This is not acceptable.
- C. I am concerned that while hundreds of impacts on resident, including noise, loss of business, dust, and lost time through more traffic congestion, are identified in the EIS, the approach is always to recommend approval and promise vague 'mitigation' in the future. This is not good enough.
- D. 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)
- E. 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.
- F. 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 ?

**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

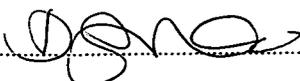
Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

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

Submission to:

Name: Danielle Gonçalves

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

Signature: 

Attn: Director – Transport Assessments

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

Application Number: SSI 7485

Address: 1/116 Swanson St

Application Name: WestConnex M4-M5 Link

Suburb: Erskineville Postcode: 2043

1. The Air quality data provided in the EIS is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
2. Acoustic shed - Pyrmont 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.
3. The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city
4. Of the six areas of disturbance and 11 Historical Archaeological Management Units (HAMUs) identified in Chapter 20 of the EIS, none are within the Sydney LGA.
5. Map 2 in Vol 1A Chap 5 Pt 1 shows four intersecting tunnels, each 3 lanes wide, with four toll locations, apparently converging under Mayes, Young, Ferris, Moore, Catherine, Hill, John, Emma, Styles, Ilka, Paling, and the many other surrounding streets. The construction of four intersecting tunnels at varying depths in a spaghetti junction network would exacerbate ground settlement and vibrations, and cause homes most of which are Federation or earlier above the Interchange to be seriously impacted.
6. The EIS states that the impact on regional air quality is minimal and thus concludes that the project's impact on ozone is negligible. Ozone is a major pollutant and Western Sydney, Campbelltown in particular, suffers the worst ozone pollution. Major components of ozone are generated in eastern Sydney and drift west. Previous environment departments have spoken about the need for an eight-hour standard concentration and goal for ozone (DECCEW, 2010, State of Knowledge: Ozone). OEH needs to provide information about the value of this standard and on the impact of new motorways on that level.
7. The EIS (App H, p.269) refers to the RMS plans to carry out "network integration" works surrounding the Rozelle interchange once the project is complete but offers little detail of the nature of the works. It mentions the intersection of the Western Distributor and Pyrmont Bridge Road at Pyrmont, Western Distributor near Darling Harbour and a review of kerbside uses near Western Distributor, The Crescent, Johnston Street and Ross Street.

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

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

|   |   |
|---|---|
| Submission from:  | Submission to:  |
| Name: <u>Lucy Porter</u>  | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature:   | Attn: Director – Transport Assessments  |
| Please <b>include</b> my personal information when publishing this submission to your website<br>Declaration : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years. | Application Number: SSI 7485 Application  |
| Address: <u>46 Kennox St</u>  | Application Name: WestConnex M4-M5 Link   |
| Suburb: <u>Newtown</u> Postcode: <u>2042</u>  |   |

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

- 1.1599 residences or thousands of residents would have noise levels in the evening sufficient to cause sleep disturbance. The technical paper in EIS acknowledges that this is the case, even allowing for acoustic sheds and noise walls. Sleep disturbance has health risks including heightened stress levels and risk of developing dementia. This is simply not acceptable.
- There is a higher than average number of shift workers in the Inner West. The EIS acknowledges that even allowing for mitigation measures such as acoustic sheds and noise walls, shift workers will be more vulnerable to impacts of years of construction work and will consequently be at risk of a loss of quality of life, loss of productivity and chronic mental and physical illness.
- 371 homes and hundreds of residences near the Darley Rd construction site will be affected by noise sufficient to cause sleep disturbance. The EIS promises negotiation over mitigation on a one by one basis. This is not acceptable to me. On other projects those with less bargaining power or social networks have been left more exposed. There is no certainty in any case that additional measures would be taken or be effective. This is another unacceptable impact of this project and reason why it should be opposed.
- 602 homes and more than a thousand residents near Rozelle construction sites would be affected by noise sufficient to cause sleep disturbance even if acoustic sheds and noise walls are used. The EIS promises negotiation to provide even more mitigation on a one by one basis. This is not acceptable to me. As other projects have demonstrated, those with less bargaining power or social networks have been left more exposed. In any case, there is no certainty that additional measures would be taken or be effective. Experience on the New M5 has shown that residents who are affected badly by noise are being refused assistance on the basis that an unknown consultant does not consider them to be sufficiently affected. Night time noise is therefore another unacceptable impact of this project and reason why it should be opposed.
- I am very concerned by the finding that 162 homes and hundreds of individual residents including young children, students and people at home during the day will be highly affected by construction noise. These homes are spread across all construction sites. The predicted levels are more than 75 decibels and high enough to produce damage over an eight hour period. Such noise levels will severely impact on the health, capacity to work and quality of life of residents. NSW Planning should not give approval for this, especially based on the difficulties residents near M4 East, M4 Widening and New M5 residents have experienced in achieving notification and mitigation M4 east and New M5. A promise of some future plan to mitigate by a construction company yet to be nominated is certainly not sufficient.

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

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

**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: Jessica Campbell

Signature: Jessica Campbell

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: 120673 Sterling Ct

Suburb: Comperden NSW Postcode: 2050

Submission to:

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

Attn: Director - Transport Assessments

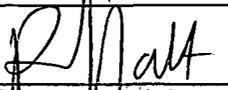
Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- ◆ The EIS states that after the M4-M5 opens, that traffic on Darley Road will increase by 4%. There is no benefit in the overall project for residents. During construction westbound traffic will increase on Darley Road by 37%. This increase in traffic for a period of up to five years will make it hazardous to cross the road and access the light rail and travel to Blackmore oval, the bat run, the dog park and the Leichhardt pool. In addition, it will drastically increase both local traffic and outer area traffic at peak commute times. We therefore object to the location of this site based on the unacceptable traffic impacts it will have on road users and on residents.
- ◆ I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks. The government needs to urgently review its policy of support for unfiltered stacks.
- ◆ The EIS was released just 12 days after the closing date for submissions to the Concept Design. This categorically proves that all the Community Consultations and Submissions to the Concept Design were a total sham. There were at least 800 posts on the interactive map. These were limited as the community only had 140 characters available to make their point which was woefully inadequate. But there were at least 1500 written submissions, some of which were highly detailed and of considerable length. There is no way that all these submissions could have been read, considered, their arguments integrated into the EIS and then for the EIS of 7200 pages to be put together, printed and released 12 days after the the closing date for submissions to the Concept Design There needs to be a major investigation into this flagrant abuse of the way NSW planning laws have been flouted for the whole of Westconnex and particularly Stage 3.
- ◆ Unfiltered stacks anywhere in Sydney are not unacceptable. There must be a review of the NSW government's unacceptable policy on this issue. I am appalled that the ex Minister for Planning Rob Stokes who approved the New M5 and unfiltered stacks in St Peters and Haberfield would declare that he would not have them in his own area. How can residents have any trust in a process that is underpinned by such hypocrisy.
- ◆ Targets for renewable energy and carbon offsets are not aligned with NSW government policy. (Table 22-8)
- ◆ The operational Green House Gas (GHG) assessment is based on the WestConnex Road Traffic Model version 2.3 (WRTM v2.3). This model has major flaws and the unreliable outputs of the model put into question the GHG assessment.

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

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

|  |   |
|--|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001.  | Name: Pray Mathur   |
|  | Address: 61 Highgate St.  |
| Application Number: SSI 7485   | Suburb: Stathfield Postcode 2135.   |
| Application Name: WestConnex M4-M5 Link  | Signature:  |
| Please <u>include</u> my personal information when publishing this submission to your website<br>Declaration: 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, and request the Minister reject the application.**

- The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters, Haberfield and Rozelle Interchanges will disrupt local transport networks including bus and active transport (walking and cycling)
- There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods. (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure.
- Out of hours work - Pyrmont Bridge Road site - Up to 14 'receivers' at this site are predicted to have impacts from high noise impacts during out of hours work for construction and pavement works for approximately 2 weeks caused by the use of a rock-breaker. Again, no plans to relocate or compensate residents affected is provided in the EIS (EIS, XV) The only mitigation contained in the EIS is that the use of the road profiler is to be limited during out of hours works 'where feasible.' (Table 5-120) In other words, there is no mitigation whatsoever for residents affected by daytime noise and a possibility that they will be similarly affected out of hours where the contractor considers that it isn't feasible to limit the use of the road profiler. This represents an inadequate response to managing these severe noise impacts for residents.
- Targets for renewable energy and offsets are unclear
- Noise from trucks entering and exiting the site - Pyrmont Bridge Road site - The EIS states that there will be noise 'exceedances' for trucks entering and exiting the site (Table 5-120) No detail is provided as to the level of any such 'exceedance'. Nor does it propose any mitigation other than investigations into 'locations' where hoarding above 2 metres can be utilized to control trucks in the queuing area. This does not result in any firm plans to manage the noise. Nor is enough detail provided so that those affected can comment on the effectiveness of this proposed mitigation measure
- Increased traffic on Bridge Road, Wattle Street and the Western Distributor will reduce the amenity and value of the investment in the renewal of the Fish Markets and renewal of the Bays Market District
- Despite the promise of the WestConnex business case, Parramatta Road remains a barrier to urban revitalisation. There is no discussion of this commitment in the EIS.

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

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

|  |   |
|--|---|
| Submission from:   | Submission to:  |
| Name:..... <u>Prave Mathur</u> .....   | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature:..... <u>[Signature]</u> .....   | Attn: Director – Transport Assessments  |
| Please <b>include</b> my personal information when publishing this submission to your website<br><b>Declaration</b> : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years. | Application Number: SSI 7485 Application  |
| Address: ..... <u>61 Highgate Street</u> .....   | Application Name: WestConnex M4-M5 Link   |
| Suburb: ..... <u>Stanhfield</u> ..... Postcode: <u>2135</u> .....  |   |

**I submit my objection** to the WestConnex M4-M5 Link as contained in the EIS application # SSI 7485, for the following reasons, **and ask that the Minister reject the application and require preparation of a genuine, not indicative, EIS**

- ◇ ***I object to the location of a permanent substation and water treatment plant following the completion of the project on the Darley Road site. This will limit the future uses of the land and the community has been continually assured that the land, which is Government-owned, would be available for community purposes. The presence of this facility will forever prevent the ability for safe and direct pedestrian access to the light rail stop, with users required to walk down a dark and winding path. It will also limit the future use of the site. If a permanent facility is to be located then it should be moved to the north of the site so that it is out of sight of homes and has less visual impact on residents.***
- ◇ ***I strongly object to the proposed location of this permanent operational facility on Darley Road. The presence of this site contradicts repeated assurances to the community that the site would be returned after construction was completed. The ongoing presence of this site will limit future uses of the darley Road site which could serve community purposes, particularly given its location directly next to public transport. Its presence removes the ability to provide more accessible, safer and direct pedestrian access to the North Leichhardt Light Rail Station. The plant location, in a neighbourhood setting is not appropriate. It will reduce property values and have an unacceptable impacts on the visual amenity of the area. The streets adjacent to Darley Road are comprised of low-rise residential homes and small businesses and infrastructure such as this should not be permitted in such a location.***
- ◇ ***The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)***
- ◇ ***Acquisition of Dan Murphys – I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the tax payer should not be left to foot the compensation bill in these circumstances.***
- ◇ ***The EIS 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.***

**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: Lloyd Anderson

Signature: [Handwritten Signature]

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

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

Address: 40 Stanicson Street

Suburb: FITZROY NORTH Postcode: 3068

Submission to:

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

Attn: Director – Transport Assessments

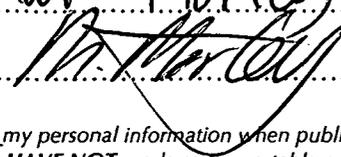
Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- ◆ The impact of the deep tunnelling for the M4-M5 link - in addition to the tunnelling for the new Sydney Metro in the same area - in the Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings above, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because either contractor will no doubt blame the other. The increasing numbers of vehicles will also increase the vehicle pollution (known to have adverse effects on breathing and also to be carcinogenic) in this area.
- ◆ The mechanical ventilation proposed depends on single direction tunnel construction, so how it can possibly work for large curved tunnels on multiple levels is unknown.
- ◆ 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 proposes removal of all vegetation on the Darley Road site. There is a mature tree located on the site which serves as a visual and noise barrier to the heavy City West Link traffic. Removal of this tree and other vegetation will increase noise impacts to nearby residents and affect the visual amenity, with homes having a direct line of sight to the City West Link. The existing mature tree needs to be retained on this and environmental grounds.
- ◆ The EIS needs to provide specific detail as to what will be provided by way of alternative accommodation to the 36 residents identified as suffering extreme noise interference. There is no plan to temporarily relocate such residents, not to offer them financial compensation to enable them to move out during the worst period. There is an estimated 10 weeks of extreme noise during demolition of the commercial building and preparatory road works. Once this work is finished the residents will also be forced to endure a truck every 304 minutes for a period of five years. It is clearly not possible for such residents to continue to live in these houses and the EIS needs to detail what will be provided in terms of alternative living arrangements for part, or all of the construction work period.
- ◆ 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)

**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 \_\_\_\_\_

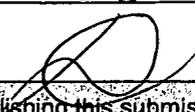
|   |  |
|---|--|
| Submission from:<br>Name: <u>Matt Morley</u><br>Signature: <u></u><br>Please <b>include</b> my personal information when publishing this submission to your website<br><b>Declaration</b> : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.<br>Address: <u>138 WILTON ST</u><br>Suburb: <u>SURREY HILLS</u> Postcode: <u>2010</u> | Submission to:<br>Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001<br>Attn: Director – Transport Assessments<br>Application Number: SSI 7485 Application<br>Application Name: WestConnex M4-M5 Link |
|---|--|

**I submit my objection** to the WestConnex M4-M5 Link as contained in the EIS application # SSI 7485, for the following reasons, **and ask that the Minister reject the application and require preparation of a genuine, not indicative, EIS**

- I. *The EIS states that Darley Road is a contaminated site, likely including asbestos. There is a risk to the community associated with spoil removal, transfer and handling. We object to the selection of the site based on the environmental risks that this creates, along with risks to health of residents.*
- II. *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.*
- III. *The warm and caring words contained in the EIS, ref Sustainability Management Strategy, have not been reflected in the wanton destruction of homes, trees and habitat already. Why should we believe them?*
- IV. *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.*
- V. *Noise mitigation – Leichhardt. The noise mitigation proposed in the EIS is unacceptable. No detail of noise walls is provided, giving residents no opportunity to comment on whether final impacts are acceptable. This is despite the fact 36 homes are identified in the EIS as severely affected by construction noise. The acoustic shed proposed is of the lowest grade and does not cover the entire site, resulting in noise impacts from the movement of trucks in and out of the tunnel access point. The highest grade acoustic shed should be provided, with the shed covering the entire site. The additional noise mitigation such as noise walls, need to be det out in detail so that residents can properly comment on the impacts.*
- VI. *The EIS acknowledges that extra construction traffic will add to travel times across the Inner West and have a negative impact on businesses in the area. No compensation is suggested. These impacts are not been taken into account of evaluating the cost of WestCONNex.*

**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 \_\_\_\_\_

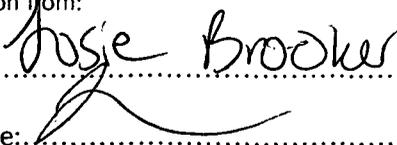
|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <u>Shoetal Vig</u>  |
|   | Address: <u>1 DUNNING AVENUE</u>  |
| Application Number: SSI 7485  | Suburb: <u>ROSEBERY</u> Postcode <u>2018</u>  |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <b>include</b> my personal information when publishing this submission to your website<br>Declaration: 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 EIS lacks sufficient focus on traffic congestion in the suburbs of Alexandria and Erskineville. Are these being ignored because they will be even more congested than currently.
- The EIS states that, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS.
- It is clear that the tunnel portals will be major sites for more traffic congestion. Some intersections that are currently very congested will be just as bad in 2033.
- The EIS should not be approved as it does not contain any certainty for residents as to what is proposed. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' Therefore this entire process is a sham as the extent to which concerns are taken into account is not known as the contractor can simply make further changes. As the contractor is not bound to take into account community impacts outside of the strict requirements and as the contractor will be trying to deliver the project as quickly and cheaply as possible, it is likely that the additional measure proposed with respect to construction noise mitigation for (example) will not be adopted. The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS is riddled with caveats and lacks clear obligations and requirements for project delivery. The additional effect of this is that the community and other stakeholders such as the Council will be unable to undertake compliance activities as the conditions are simply too broad and lack any substantial detail.
- The EIS acknowledges that impacts of construction should M4M5 get approval will worsen traffic congestions on Parramatta Rd. In these circumstances it would be outrageous for motorists to be asked to pay up to up to \$20 a day in tolls. I object to the fact that this is not considered or factored into the traffic analysis.
- Experience on the New M5 has shown that residents who are affected badly by noise are being refused assistance on the basis that an unknown consultant does not consider them to be sufficiently affected. Night time noise is therefore another unacceptable impact of this project and reason why it should be opposed.

**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:<br>Name: <u>Jose Brooker</u><br>Signature:   | Submission to:<br>Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Please <b>include</b> my personal information when publishing this submission to your website<br><b>Declaration</b> : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years. | Attn: Director – Transport Assessments  |
| Address: <u>14/47 Australia St</u>   | Application Number: SSI 7485 Application  |
| Suburb: <u>Campden</u> Postcode: <u>2050</u>   | Application Name: WestConnex M4-M5 Link   |

**I submit my objection** to the WestConnex M4-M5 Link as contained in the EIS application # SSI 7485, for the following reasons, **and ask that the Minister reject the application and require preparation of a genuine, not indicative, EIS**

- I. *The EIS states that Darley Road is a contaminated site, likely including asbestos. There is a risk to the community associated with spoil removal, transfer and handling. We object to the selection of the site based on the environmental risks that this creates, along with risks to health of residents.*
- II. *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.*
- III. *The warm and caring words contained in the EIS, ref Sustainability Management Strategy, have not been reflected in the wanton destruction of homes, trees and habitat already. Why should we believe them?*
- IV. *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.*
- V. *Noise mitigation – Leichhardt. The noise mitigation proposed in the EIS is unacceptable. No detail of noise walls is provided, giving residents no opportunity to comment on whether final impacts are acceptable. This is despite the fact 36 homes are identified in the EIS as severely affected by construction noise. The acoustic shed proposed is of the lowest grade and does not cover the entire site, resulting in noise impacts from the movement of trucks in and out of the tunnel access point. The highest grade acoustic shed should be provided, with the shed covering the entire site. The additional noise mitigation such as noise walls, need to be det out in detail so that residents can properly comment on the impacts.*
- VI. *The EIS acknowledges that extra construction traffic will add to travel times across the Inner West and have a negative impact on businesses in the area. No compensation is suggested. These impacts are not been taken into account of evaluating the cost of WestCONNex.*

**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: TRENT MISSINGHAM

Signature: 

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

Address: 22 CROWN STREET

Suburb: ST PETERS Postcode 2044

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

1. The EIS admits that air pollutants will exceed permitted levels along the Canal Rd used to access the St Peters Interchange because the traffic will be heavier. This is an unacceptable impact which will adversely affect vehicle users because it is known that people in their vehicles are not protected from the air pollution, as well as anyone on foot or cycling in the streets around the interchange. No amelioration is offered.
2. 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.
3. The traffic around St Peters expected to be heavier because of the increased road access to the new Interchange will adversely affect our community because moving around to our parks and to the shops, to the buses and to the train stations, for pedestrians and cars, will be more difficult. Our community is being sacrificed for the marginal improvement in traffic movement elsewhere in Sydney. No measures to ameliorate the impact are mentioned. This is unacceptable.
4. The EIS admits that the increased traffic congestion around the St Peters Interchange will impact on bus running times especially in the evening peak hour and increase the time taken (2.5 minutes, which seems optimistic). The 422 bus and associated cross city services which use the Princes Highway are notorious for irregular running times because of the congestion on the Princes highway and cross roads, so an admitted worsening of the running time will adversely impact the people who are dependent on the buses. This will be compounded by the loss of train services at St Peters station while it is closed for the Sydney Metro build and then subsequently when it re-opens. In all the impact of the new M5 and the M4-M5 link is to worsen access to public transport significantly for the residents of the St Peters neighbourhood.
5. 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?

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

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

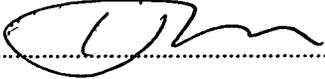
I submit my strongest objections to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Submission to:

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

Name: TRENT MISSINGHAM

Attn: Director - Transport Assessments

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.

Application Number: SSI 7485

Address: 22 CROWN ST.

Application Name:  
WestConnex M4-M5 Link

Suburb: ST PETERS NSW Postcode: 2044

- ◇ The WestConnex route has changed significantly over time, even after the initial August 2013 Business Case was approved by the NSW Government but not made public. Therefore an Updated Business Case on an updated concept was published in 2015. SGS Economics and Planning undertook a detailed assessment of this and reached the following conclusions:
- Misrepresentation of the Benefit Cost Ratio (BCR) as 1.71 when it was 1.64.
  - The Business Case did not identify Stage 3 WestConnex, connecting the M4 to the M5, as a priority for "filling in the missing links in Sydney's motorway network".
  - Modelling for post-2031 conditions was not undertaken, however benefits were assumed to continue until 2052.
  - The transport modelling is likely to have underestimated the impact of extra traffic induced by the additional capacity, which would significantly reduce the BCR.
  - The Business Case did not reflect global approaches to congestion management, such as transit investment and demand management.
  - The Business Case suggested WestConnex would help renew Parramatta Road by reducing traffic on it, despite the modelling showing that many parts of it would carry more traffic, not less.
  - Travel time savings are a key component of the positive BCR. A significant proportion of these supposed benefits arise from travel time savings were within the margin of error of modelling, or would be so small that motorists may not notice them (and therefore would not value them).
  - Insufficient justification was provided for the significant travel time savings, and economic benefits, factored into the BCR for business and light commercial vehicles - for instance there was insufficient analysis of origins and destinations of these trips.
  - The construction costs appear too conservative - if these increase, the BCR would reduce accordingly.
  - Other costs were not accounted for, such as reduced amenity on urban development, loss of land for higher value activities, and the health costs of potentially reduced public transport use.
  - In summary, SGS suggested that the actual BCR of the project could be less than 1:1, with NSW taxpayers exposed to the risk that the project may not succeed.
- ◇ The project fails to address its most fundamental objective of connecting to Port Botany, the genesis of the entire enterprise

**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 \_\_\_\_\_

|  |  |
|--|--|
| <p><b>Attention Director</b><br/>Application Number: SSI 7485</p> <p>Infrastructure Projects, Planning Services,<br/>Department of Planning and Environment<br/>GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p> | <p>Name: <u>Tony Casey</u></p> <p>Signature: <u></u></p> <p>Please <u>include</u> my personal information when publishing this submission to your website.<br/>I <u>HAVE NOT</u> made reportable political donations in the last 2 years.</p> <p>Address: <u>897 Illalong Rd</u></p> <p>Suburb: <u>Bookham</u> Postcode <u>2542</u></p> |
|--|--|

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

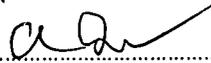
- A. THE LATEST EIS WAS RELEASED JUST TEN BUSINESS DAYS AFTER FEEDBACK PERIOD ENDED FOR THE CONCEPT DESIGN FOR THE M4/M5 AND BEFORE PRELIMINARY DRILLING TO ESTABLISH A ROUTE THROUGH THE INNER WEST IS COMPLETED. WHAT IS THE RUSH? THIS EIS IS LITTLE MORE THAN A CONCEPT DESIGN AND IS FAR LESS DEVELOPED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

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

Name \_\_\_\_\_ 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: Andrew Inman

Signature: 

Please include / delete (cross out or circle) my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 104 Addison Rd

Suburb: Marrickville Postcode: 2204

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- ✚ The EIS at 12-57 describes potentially serious problems where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs. Why is SMC proposing tunnelling within metres of these critical services when no accurate surveying has been done? And when there is only limited information available about the strength of these water tunnels? The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- ✚ Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects?
- ✚ There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.
- ✚ I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
- ✚ SMC have made it all but impossible for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. Monday and Wednesday: 10am to 7pm. Tuesday: 10am to 6pm. Thursday and Friday: 10am to 5pm. Saturday and Sunday: 11am to 4pm. This restricted access does NOT constitute open and fair community engagement.
- ✚ Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware and Enmore Roads and through the streets of Erskineville and Alexandria.
- ✚ EIS 6.1 (Synthesis, Page 45) describes the Process for addressing project uncertainties. "The EIS is based on the concept design developed for the project. As such, it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in Chapter 1, construction contractors (for each stage of the project) would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval". The EIS should not be approved till the bulk of these 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment.
- ✚ I object to the publication of this EIS only 14 days after the final date for submission of comments on the concept design. At the time this EIS was approved for publication, there had been no public response to the public submissions on the design. It was not possible that the community's feedback was considered let alone assessed before the EIS model was finalised. The rushed process exposes the fundamental lack of integrity in the feedback process and treats the community with contempt.
- ✚ Stage 3 is the most complex and expensive stage of WestConnex, yet there are no detailed construction plans. It is not enough to say there will be mitigation if negative impacts unfold. An EIS should assess risks and be able to predict whether they are worth risking and if so, what mitigation should be necessary.
- ✚ The assessment and solution to potentially serious problems described in the EIS at 12-57 (where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs) is "based on assumptions about the strength and stiffness of the water tunnels given that limited information about the design and condition of these assets was available. Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water assets. A detailed assessment would be carried out in consultation with Sydney Water to demonstrate that construction of the M4-M5 Link tunnels would have negligible adverse settlement or vibration impacts on these tunnels. A settlement monitoring program would also be implemented during construction to validate or reassess the predictions should it be required." The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.

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

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

|   |   |
|---|---|
| Submission to : Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: <i>Andre Inman</i><br>Signature: <i>[Signature]</i>   |
| Attention: Director – Transport Assessments   | Please <del>include</del> delete (cross out or circle) my personal information when publishing this submission to your website Declaration : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years. |
| Application Number: SSI 7485 Application<br>Name: WestConnex M4-M5 Link                                       | Address: <i>104 Addison Rd</i><br>Suburb: <i>Marrickville</i> Postcode <i>2204</i>  |

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

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

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Andrew Inman</i>                        |
|   | Address: <i>104 Addison Rd</i>                   |
| Application Number: SSI 7485  | Suburb: <i>Marrickville</i> Postcode <i>2204</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>[Signature]</i>                    |
| Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website<br><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) There have been widespread reports in the media about extensive unresolved disputes regarding damages to houses in the Stage 1 M4 and Stage 2 M5 construction process. Why should the community believe that there will not be extensive damages to houses in Stage 3 ?
- 2) Because this is still based on a "concept design" it is unknown how the communities affected will not know what is being done below their residences, schools, business premises and public spaces, particularly if the whole project is sold into a private corporation's ownership before the actual designs and construction plans are determined. The EIS makes references to these designs and plans being reviewed but there is **NO** information as to what agency will be responsible for such reviews or whether the outcomes of such reviews will be made public. The communities below whose homes, business premises, public buildings and public spaces this massive project will be excavated and built will be completely in the dark about what is being done, what standards it is supposed to comply with, what inspection or scrutiny it will subject to, and whether the private corporations undertaking the work will be held to any liability by our government.
- 3) It is quite clear that the escalating cost of tolls will encourage drivers to avoid tollways. This will further pollute and congest local roads. Such impact already evident on Parramatta Rd usage after the new M4 tolls were introduced. The community expects similar impacts on roads around the St Peters interchange, including the Princes Highway, King St, Enmore and Edgeware Roads and though streets of Alexandria and Erskineville. The EIS Traffic analysis fails to deal with this issue of traffic beyond the boundaries of the project and should be rejected.
- 4) 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.
- 5) I am concerned that SMC has selected one of Sydney's most dangerous traffic spots, Darley Rd in Leichhardt for a construction site that will bring hundreds of extra trucks and cars into the area on a daily basis for years.
- 6) The additional unfiltered exhaust stack on the north-west corner of the interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south-western and north-western corners of the interchange. This is utterly unacceptable.
- 7) I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks. The government needs to urgently review its policy of support for unfiltered stacks.
- 8) The additional unfiltered exhaust stack on the north-west corner of the interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south-western and north-western corners of the interchange. This is utterly unacceptable.
- 9) I am deeply disappointed that the EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain. This is a dangerous and reckless attempt to get approval for a project that is yet to be properly designed.
- 10) The impact of the deep tunnelling for the M4-M5 link - in addition to the tunnelling for the new Sydney Metro in the same area - in the Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings above, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because either contractor will no doubt blame the other. The increasing numbers of vehicles will also increase the vehicle pollution (known to have adverse effects on breathing and also to be carcinogenic) in this area.

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

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

|   |  |
|---|--|
| Submission from:<br>Name: <u>Andrew Inman</u><br>Signature: <u></u><br>Please <u>include / delete (cross out or circle)</u> 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.<br>Address: <u>104 Addison Rd</u><br>Suburb: <u>Marrickville</u> Postcode: <u>2204</u> | Submission to:<br>Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001<br>Attn: Director – Transport Assessments<br>Application Number: SSI 7485 Application<br>Application Name: WestConnex M4-M5 Link |
|---|--|

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

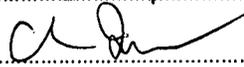
- There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.
- I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
- EIS 6.1 (Synthesis, Page 45) describes the Process for addressing project uncertainties. *"The EIS is based on the concept design developed for the project. As such, it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in Chapter 1, construction contractors (for each stage of the project) would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval"*. The EIS should not be approved till the bulk of these 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment.
- I object to the publication of this EIS only 14 days after the final date for submission of comments on the concept design. At the time this EIS was approved for publication, there had been no public response to the public submissions on the design. It was not possible that the community's feedback was considered let alone assessed before the EIS model was finalised. The rushed process exposes the fundamental lack of integrity in the feedback process and treats the community with contempt.
- Stage 3 is the most complex and expensive stage of WestConnex, yet there are no detailed construction plans. It is not enough to say there will be mitigation if negative impacts unfold. An EIS should assess risks and be able to predict whether they are worth risking and if so, what mitigation should be necessary.
- The assessment and solution to potentially serious problems described in the EIS at 12-57 (where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs) is *"based on assumptions about the strength and stiffness of the water tunnels given that limited information about the design and condition of these assets was available. Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water assets. A detailed assessment would be carried out in consultation with Sydney Water to demonstrate that construction of the M4-M5 Link tunnels would have negligible adverse settlement or vibration impacts on these tunnels. A settlement monitoring program would also be implemented during construction to validate or reassess the predictions should it be required."* The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- SMC have made it all but impossible for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. Monday and Wednesday: 10am to 7pm. Tuesday: 10am to 6pm. Thursday and Friday: 10am to 5pm. Saturday and Sunday: 11am to 4pm. This restricted access does NOT constitute open and fair community engagement.
- Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware and Enmore Roads and through the streets of Erskineville and Alexandria.
- The EIS at 12-57 describes potentially serious problems where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs. Why is SMC proposing tunnelling within metres of these critical services when no accurate surveying has been done? And when there is only limited information available about the strength of these water tunnels? The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects?

**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: Andrew Inman

Signature: 

Please include / delete (cross out or circle) my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 104 Addison Rd

Suburb: Marrickville Postcode: 2204

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

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

**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: Lidie Ward

Signature: Lidie Ward

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

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

Address: 6 King St

Suburb: Balmain Postcode: 2041

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. (6-51) The EIS needs to mandate that these measures are in place. Where mentioned, the acoustic shed that is considered offers the lower grade noise protection. This is despite the fact that 36 'sensitive receivers' are identified in the EIS, who will have extreme noise disturbance through much of the 5-year construction period. In addition, the acoustic shed covers only the spoil and spoil handling area and not the tunnel entrances and exits. The highest level of noise protection, which is only suggested in the EIS, needs to be mandated in the EIS. In addition, the shed needs to cover both the entrance and exit to the site and not simply the spoil handling areas. The independent engineer's report (commissioned by the Inner West council) states that it is likely, because of the elevated position of the site, that it is likely an acoustic shed will not contain the noise to an acceptable level. In addition, a temporary access tunnel will be built from the top of the site and run directly under homes in James Street. These homes will be unacceptably impacted by the construction noise and truck movements without these additional measures
- II. 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.
- III. The EIS states that these will occur near the Darley Road site. There is no detail provided, nor is there a process by which residents can influence such

decisions. The Inner West Council's documents state that Darley Road is not built to normal road requirements and safety standards, as it was established as an access road for the former goods line. Two fatalities have occurred near the site location, with many accidents. The Council has been trying to make Darley Road a safer route for many years. Elwick Street North for example was partially closed as a result of a fatality. The approval conditions need to make it clear that all road closures need to be made in consultation with residents affected and that the safety issues are adequately addressed. No arterial traffic from Darley Road should be allowed to be diverted onto narrow local roads

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

|  |   |
|--|---|
| Submission from:   | Submission to:  |
| Name:..... <i>Lindie Ward</i> .....  | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature:..... <i>L Ward</i> .....  | Attn: Director – Transport Assessments  |
| Please <b>include</b> my personal information when publishing this submission to your website<br><b>Declaration</b> : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years. | Application Number: SSI 7485 Application  |
| Address:..... <i>6 King St</i> .....   | Application Name: WestConnex M4-M5 Link   |
| Suburb:..... <i>Balmain</i> ..... Postcode..... <i>2041</i> .....  |   |

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

- i. Table 6.1 in Appendix Q ( Social and Economic impact) is not an accurate report on the concerns of residents. It downplays concerns of Newtown, St Peters and Haberfield residents. It does not even mention concerns about additional years of construction in Haberfield and St Peters. The raises the question of whether this is a result of the failure of SMC to notify impacted residents including those on the Eastern Side of King Street and St Peters about the potential impacts of the M4 M5
- ii. The impact of the project on cycling and walking will be considerable around construction sites. The promise of a construction plan is not sufficient. There has not been sufficient consultation or warning given to those directly affected or interested organisations. There needs to be a longer period of consultation so that the community can be informed about the added dangers and inconvenience, especially when you consider that it is over a 4 year period.
- iii. 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.
- iv. I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.
- v. The EIS acknowledges that extra construction traffic will add to travel times across the Inner West and have a negative impact on businesses in the area. No compensation is suggested. These impacts are not been taken into account of evaluating the cost of WestCONnex.

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

Name: Hugh Rayne

Signature: [Handwritten Signature]

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

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

Address: 236 Hereford St

Suburb: Forest Lodge Postcode: 2037

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5  
Link

- 1) The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts.
- 2) There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.
- 3) The EIS currently permits trucks to access local roads in 'exceptional circumstances', which includes queuing at the site. Given the constraints of the site (and based on experience with cars accessing the site for Dan Murphy's), queuing will be the norm and not the exception. The EIS needs to be amended to rule out queuing as an exceptional circumstance which allows trucks to use local roads
- 4) The EIS identifies a risk to children from construction traffic at Haberfield School. I find such risks unacceptable and am not satisfied with a promise of a Plan to which the public is excluding from viewing or providing feedback until it is published.
- 5) I object to the location of a permanent substation and water treatment plant following the completion of the project on the Darley Road site. This will limit the future uses of the land and the community has been continually assured that the land, which is Government-owned, would be available for community purposes. The presence of this facility will forever prevent the ability for safe and direct pedestrian access to the light rail stop, with users required to walk down a dark and winding path. It will also limit the future use of the site. If a permanent facility is to be located then it should be moved to the north of the site so that it is out of sight of homes and has less visual impact on residents.
- 6) The EIS states that there are 'investigations' occurring into alternative access to the Darley Road site. The EIS does not provide any detail on which residents can comment about alternative access which would keep trucks off Darley Road. No spoil truck movements should be permitted on Darley Road and the plans for alternative access should be expedited. It should be a condition of approval that the alternative access is confirmed and that no spoil trucks are permitted to access Darley Road due to the unacceptable noise, safety and traffic issues that the current proposal creates

|  |  |
|--|--|
| Submission from:<br>Name: <u>Ramon Lallen</u><br>Signature: <u>[Signature]</u><br>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 last 2 years.<br>Address: <u>25 EDWIN ST</u><br>Suburb: <u>TEMPERLEY</u> Postcode <u>2044</u> | Submission to:<br>Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001<br>Attn: Director – Transport Assessments<br>Application Number: SSI 7485 Application<br>Application Name: WestConnex M4-M5 Link |
|--|--|

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

- ✚ This EIS provides no basis on which to approve such a complex project including the building of interchanges underneath Sydney suburbs Rozelle and Leichhardt. It would be absurd to approve the building of up to three tunnels under people's homes on the basis of such flimsy information.
- ✚ Hundreds of risks associated with this project have not been assessed but have instead been deferred to a detailed design stage into which the public will have no input. I call on the Department of Planning to reject this inadequate EIS that has been prepared by AECOM that has multiple commercial interests in WestConnex.
- ✚ The EIS at 7-25 refers to 876 comments (limited to 140 characters) made via the collaborative map on the Concept Design 'up to July' that were considered in the preparation of the EIS. It does not mention the many hundreds of extended written submissions that were lodged in late July and early August. These critical 'community engagement' feedback submissions have clearly not been considered in the preparation of the EIS. This casts doubt over the integrity of the entire EIS process.
- ✚ Increased traffic congestion in areas around portals will increase pollution along roadsides, with predicted adverse impacts on breathing and through long-term carcinogenic effects. The maps and analysis of the pollution effects in the EIS should be presented in a way that enables them to be understood by ordinary citizens. Instead information is presented in a way that is deliberately obscure and hard to interpret.
- ✚ This EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain – and is certainly not included here.
- ✚ EIS 6.1 (Synthesis, Page 45) states. "..... this may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval". It is unstated just who would have responsibility for such a "review(ed) for consistency", and how these changes would be communicated to the community. The EIS should not be approved till significant 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment (ie : the Sydney Water Tunnels issues at 12-57)
- ✚ The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1,000s more per day onto the roads to the Airport which are already at capacity.
- ✚ There has been no 'meaningful' consultation with the community. Some areas affected by M3/M5 have not even been letterboxed by SMC. These include St Peters and sections of Erskineville. The SMC received hundreds of submissions on its concept design and failed to respond to any of these before lodging this EIS.
- ✚ Unfiltered stacks anywhere in Sydney are not unacceptable. There must be a review of the NSW government's unacceptable policy on this issue. I am appalled that the ex Minister for Planning Rob Stokes who approved the New M5 and unfiltered stacks in St Peters and Haberfield would declare that he would not have them in his own area. How can residents have any trust in a process that is underpinned by such hypocrisy.
- ✚ The EIS at 7-51 refers to concerns that were raised by the community that the alignment of tunnels in Newtown appeared to go to the east of King Street, an area that had had no geotech drilling or testing. SMC staff indicated at Community information sessions that the maps included in the Concept Design were broad and indicative only, and that further details would be available in the EIS. No further details have been provided. This casts doubt over the integrity of the entire EIS process.
- ✚ Other Comments

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

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

|  |   |
|--|---|
| Submission from:   | Submission to:  |
| Name: <u>Eamon Lillen</u>  | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature: <u>Eamon Lillen</u>   | Attn: 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 last 2 years. | Application Number: SSI 7485 Application  |
| Address: <u>25 EDWIN ST</u>  | Application Name: WestConnex M4-M5 Link   |
| Suburb: <u>TEMPERLEY</u> Postcode: <u>2044</u>   |   |

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

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

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

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

22/9/2017  
 Object to the WestConnex M4-M5 Link proposals as contained in the EIS application  
 # SSI 7485, for the reasons set out below.

Name: Sean P Ferns

Signature: Sean P Ferns

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: 31 Emma St Lichfield

Suburb: ..... Postcode: 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- ❖ Experience on the New M5 has shown that residents who are affected badly by noise are being refused assistance on the basis that an unknown consultant does not consider them to be sufficiently affected. Night time noise is therefore another unacceptable impact of this project and reason why it should be opposed.
- ❖ Rozelle is an old and historic suburbs of Sydney. The damage that this project would do in destruction of homes, other buildings and vegetation is unacceptable, especially when the project would leave a legacy of traffic congestion in the area.
- ❖ I do not consider so many disruptions of pedestrian and cycle ways to be a 'temporary' impact. Four years in the life of a community is a long time. The EIS acknowledges that there will be more danger in the environment around construction sites. It is a serious matter to deliberately take steps to reduce the safety of a community, especially when as the traffic analysis shows there will be a legacy of traffic congestion even in 2033. A promise of a plan is NOT an answer to those concerned about the impacts.
- ❖ Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.
- ❖ There is a higher than average number of shift workers in the Inner West. The EIS acknowledges that even allowing for mitigation measures such as acoustic sheds and noise walls, shift workers will be more vulnerable to impacts of years of construction work and will consequently be at risk of a loss of quality of life, loss of productivity and chronic mental and physical illness.
- ❖ The impact of the project on cycling and walking will be considerable around construction sites. The promise of a construction plan is not sufficient. There has not been sufficient consultation or warning given to those directly affected or interested organisations. There needs to be a longer period of consultation so that the community can be informed about the added dangers and inconvenience, especially when you consider that it is over a 4 year period.
- ❖ The social and economic impact study notes the high value placed on community networks and social inclusion but does nothing to seriously evaluate the social impacts on these of WestCONnex. Any genuine assessment would draw on experience with the New M5 and M4 East rather than ignoring it. This lack of genuine engagement with social impact reduces the study to the level of a demographic description and a series of bland value statement

|   |  |
|---|--|
| <p><b>Attention Director</b><br/> Application Number: SSI 7485 Application</p> <p>Infrastructure Projects, Planning Services,<br/> Department of Planning and Environment<br/> GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p> | Name: <u>Lee Connor</u><br>Signature: <u>[Signature]</u><br>Please include / delete (cross out or circle) my personal information when publishing this submission to your website. I <u>HAVE NOT</u> made reportable political donations in the last 2 years.<br>Address: <u>49 Albion Street</u><br>Suburb: <u>Waverley</u> Postcode: <u>2024</u> |
|---|--|

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

- ✚ This EIS provides no basis on which to approve such a complex project including the building of interchanges underneath Sydney suburbs Rozelle and Leichhardt. It would be absurd to approve the building of up to three tunnels under people's homes on the basis of such flimsy information.
- ✚ Hundreds of risks associated with this project have not been assessed but have instead been deferred to a detailed design stage into which the public will have no input. I call on the Department of Planning to reject this inadequate EIS that has been prepared by AECOM that has multiple commercial interests in WestConnex.
- ✚ The EIS at 7-25 refers to 876 comments (limited to 140 characters) made via the collaborative map on the Concept Design 'up to July' that were considered in the preparation of the EIS. It does not mention the many hundreds of extended written submissions that were lodged in late July and early August. These critical 'community engagement' feedback submissions have clearly not been considered in the preparation of the EIS. This casts doubt over the integrity of the entire EIS process.
- ✚ Increased traffic congestion in areas around portals will increase pollution along roadsides, with predicted adverse impacts on breathing and through long-term carcinogenic effects. The maps and analysis of the pollution effects in the EIS should be presented in a way that enables them to be understood by ordinary citizens. Instead information is presented in a way that is deliberately obscure and hard to interpret.
- ✚ This EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain – and is certainly not included here.
- ✚ EIS 6.1 (Synthesis, Page 45) states. "..... this may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval". It is unstated just who would have responsibility for such a "review(ed) for consistency", and how these changes would be communicated to the community. The EIS should not be approved till significant 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment (ie : the Sydney Water Tunnels issues at 12-57)
- ✚ The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1,000s more per day onto the roads to the Airport which are already at capacity.
- ✚ There has been no 'meaningful' consultation with the community. Some areas affected by M3/M5 have not even been letterboxed by SMC. These include St Peters and sections of Erskineville. The SMC received hundreds of submissions on its concept design and failed to respond to any of these before lodging this EIS.
- ✚ Unfiltered stacks anywhere in Sydney are not unacceptable. There must be a review of the NSW government's unacceptable policy on this issue. I am appalled that the ex Minister for Planning Rob Stokes who approved the New M5 and unfiltered stacks in St Peters and Haberfield would declare that he would not have them in his own area. How can residents have any trust in a process that is underpinned by such hypocrisy.
- ✚ The EIS at 7-51 refers to concerns that were raised by the community that the alignment of tunnels in Newtown appeared to go to the east of King Street, an area that had had no geotech drilling or testing. SMC staff indicated at Community information sessions that the maps included in the Concept Design were broad and indicative only, and that further details would be available in the EIS. No further details have been provided. This casts doubt over the integrity of the entire EIS process.

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

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

|  |  |
|--|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001   | Name: <u>Tegan Anthes</u>                          |
|  | Address: <u>7 Wallace Ave</u>                      |
| Application Number: SSI 7485   | Suburb: <u>Wurlstone Park</u> Postcode <u>2193</u> |
| Application Name: WestConnex M4-M5 Link  | Signature: <u>Tegan Anthes</u>                     |
| Please <b>include / delete (cross out or circle)</b> my personal information when publishing this submission to your website<br><b>Declaration : I 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:

- This EIS provides no basis on which to approve such a complex project including the building of interchanges underneath Sydney suburbs Rozelle and Leichhardt. It would be absurd to approve the building of up to three tunnels under people's homes on the basis of such flimsy information.
- Hundreds of risks associated with this project have not been assessed but have instead been deferred to a detailed design stage into which the public will have no input. I call on the Department of Planning to reject this inadequate EIS that has been prepared by AECOM that has multiple commercial interests in WestConnex.
- The EIS at 7-25 refers to 876 comments (limited to 140 characters) made via the collaborative map on the Concept Design 'up to July' that were considered in the preparation of the EIS. It does not mention the many hundreds of extended written submissions that were lodged in late July and early August. These critical 'community engagement' feedback submissions have clearly not been considered in the preparation of the EIS. This casts doubt over the integrity of the entire EIS process.
- Increased traffic congestion in areas around portals will increase pollution along roadsides, with predicted adverse impacts on breathing and through long-term carcinogenic effects. The maps and analysis of the pollution effects in the EIS should be presented in a way that enables them to be understood by ordinary citizens. Instead information is presented in a way that is deliberately obscure and hard to interpret.
- This EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain – and is certainly not included here.
- EIS 6.1 (Synthesis, Page 45) states. "..... *this may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval*". It is unstated just who would have responsibility for such a "review(ed) for consistency", and how these changes would be communicated to the community. The EIS should not be approved till significant 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment (ie : the Sydney Water Tunnels issues at 12-57)
- The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1,000s more per day onto the roads to the Airport which are already at capacity.
- There has been no 'meaningful' consultation with the community. Some areas affected by M3/M5 have not even been letterboxed by SMC. These include St Peters and sections of Erskineville. The SMC received hundreds of submissions on its concept design and failed to respond to any of these before lodging this EIS.
- Unfiltered stacks anywhere in Sydney are not unacceptable. There must be a review of the NSW government's unacceptable policy on this issue. I am appalled that the ex Minister for Planning Rob Stokes who approved the New M5 and unfiltered stacks in St Peters and Haberfield would declare that he would not have them in his own area. How can residents have any trust in a process that is underpinned by such hypocrisy.
- The EIS at 7-51 refers to concerns that were raised by the community that the alignment of tunnels in Newtown appeared to go to the east of King Street, an area that had had no geotech drilling or testing. SMC staff indicated at Community information sessions that the maps included in the Concept Design were broad and indicative only, and that further details would be available in the EIS. No further details have been provided. This casts doubt over the integrity of the entire EIS process.
- Other comments

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

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

|   |   |
|---|---|
| Submission to : Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: Allison Hore<br>Signature:    |
| 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 : I HAVE NOT</b> made any reportable political donations in the last 2 years. |
| Application Number: SSI 7485 Application<br>Name: WestConnex M4-M5 Link                                       | Address: 5/16 Epping Road<br>Suburb: Lane Cove Postcode 2066  |

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

- This EIS provides no basis on which to approve such a complex project including the building of interchanges underneath Sydney suburbs Rozelle and Leichhardt. It would be absurd to approve the building of up to three tunnels under people's homes on the basis of such flimsy information.
- Hundreds of risks associated with this project have not been assessed but have instead been deferred to a detailed design stage into which the public will have no input. I call on the Department of Planning to reject this inadequate EIS that has been prepared by AECOM that has multiple commercial interests in WestConnex.
- The EIS at 7-25 refers to 876 comments (limited to 140 characters) made via the collaborative map on the Concept Design 'up to July' that were considered in the preparation of the EIS. It does not mention the many hundreds of extended written submissions that were lodged in late July and early August. These critical 'community engagement' feedback submissions have clearly not been considered in the preparation of the EIS. This casts doubt over the integrity of the entire EIS process.
- Increased traffic congestion in areas around portals will increase pollution along roadsides, with predicted adverse impacts on breathing and through long-term carcinogenic effects. The maps and analysis of the pollution effects in the EIS should be presented in a way that enables them to be understood by ordinary citizens. Instead information is presented in a way that is deliberately obscure and hard to interpret.
- This EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain – and is certainly not included here.
- EIS 6.1 (Synthesis, Page 45) states. "..... this may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval". It is unstated just who would have responsibility for such a "review(ed) for consistency", and how these changes would be communicated to the community. The EIS should not be approved till significant 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment (ie : the Sydney Water Tunnels issues at 12-57)
- The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1,000s more per day onto the roads to the Airport which are already at capacity.
- There has been no 'meaningful' consultation with the community. Some areas affected by M3/M5 have not even been letterboxed by SMC. These include St Peters and sections of Erskineville. The SMC received hundreds of submissions on its concept design and failed to respond to any of these before lodging this EIS.
- Unfiltered stacks anywhere in Sydney are not unacceptable. There must be a review of the NSW government's unacceptable policy on this issue. I am appalled that the ex Minister for Planning Rob Stokes who approved the New M5 and unfiltered stacks in St Peters and Haberfield would declare that he would not have them in his own area. How can residents have any trust in a process that is underpinned by such hypocrisy.
- The EIS at 7-51 refers to concerns that were raised by the community that the alignment of tunnels in Newtown appeared to go to the east of King Street, an area that had had no geotech drilling or testing. SMC staff indicated at Community information sessions that the maps included in the Concept Design were broad and indicative only, and that further details would be available in the EIS. No further details have been provided. This casts doubt over the integrity of the entire EIS process.
- Other Comments I would like to make :

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

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

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

Attention Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

23-9-17

Name: *GARV KENNEDY*

Signature: *G Kennedy*

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: *34 White St*

Suburb: *Lilyfield 2040* Postcode

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

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

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:   | Gael Kennedy  |
| Signature:  | Gkennedy      |
| 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:  | 34 White St   |
| Suburb:   | Lilyfield NSW |
| Postcode:   | 2040          |

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

23/9/17

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 **Joha 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

23/9/17

Name: Gael Kennedy

Signature: *G Kennedy*

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: 22 Sept 17

Address: 34 White St

Lilyfield 2040

Suburb:

Postcode:

**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 concerningly, 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.**

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

Name: MATTHEW JAMES

Signature: Matthew James

Please **include / delete (cross out or circle)** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 219 SAILORS BAY RD

Suburb: NORTHBRIDGE ~~2063~~ Postcode: 2063  
NSW

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- ❖ This EIS provides no basis on which to approve such a complex project including the building of interchanges underneath Sydney suburbs Rozelle and Leichhardt. It would be absurd to approve the building of up to three tunnels under people's homes on the basis of such flimsy information.
- ❖ Hundreds of risks associated with this project have not been assessed but have instead been deferred to a detailed design stage into which the public will have no input. I call on the Department of Planning to reject this inadequate EIS that has been prepared by AECOM that has multiple commercial interests in WestConnex.
- ❖ The EIS at 7-25 refers to 876 comments (limited to 140 characters) made via the collaborative map on the Concept Design 'up to July' that were considered in the preparation of the EIS. It does not mention the many hundreds of extended written submissions that were lodged in late July and early August. These critical 'community engagement' feedback submissions have clearly not been considered in the preparation of the EIS. This casts doubt over the integrity of the entire EIS process.
- ❖ Increased traffic congestion in areas around portals will increase pollution along roadsides, with predicted adverse impacts on breathing and through long-term carcinogenic effects. The maps and analysis of the pollution effects in the EIS should be presented in a way that enables them to be understood by ordinary citizens. Instead information is presented in a way that is deliberately obscure and hard to interpret.
- ❖ This EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain – and is certainly not included here.
- ❖ EIS 6.1 (Synthesis, Page 45) states. "..... this may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval". It is unstated just who would have responsibility for such a "review(ed) for consistency", and how these changes would be communicated to the community. The EIS should not be approved till significant 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment (ie : the Sydney Water Tunnels issues at 12-57)
- ❖ The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1,000s more per day onto the roads to the Airport which are already at capacity.
- ❖ There has been no 'meaningful' consultation with the community. Some areas affected by M3/M5 have not even been letterboxed by SMC. These include St Peters and sections of Erskineville. The SMC received hundreds of submissions on its concept design and failed to respond to any of these before lodging this EIS.
- ❖ Unfiltered stacks anywhere in Sydney are not unacceptable. There must be a review of the NSW government's unacceptable policy on this issue. I am appalled that the ex Minister for Planning Rob Stokes who approved the New M5 and unfiltered stacks in St Peters and Haberfield would declare that he would not have them in his own area. How can residents have any trust in a process that is underpinned by such hypocrisy.
- ❖ The EIS at 7-51 refers to concerns that were raised by the community that the alignment of tunnels in Newtown appeared to go to the east of King Street, an area that had had no geotech drilling or testing. SMC staff indicated at Community information sessions that the maps included in the Concept Design were broad and indicative only, and that further details would be available in the EIS. No further details have been provided. This casts doubt over the integrity of the entire EIS process

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

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

23.9.17

|   |  |
|---|--|
| Submission to:<br>Planning Services<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW 2001 | Name: HELEN O'NEILL  |
| Attention: Director – Transport<br>Assessments  | Signature: <i>Helen O'Neill</i>  |
| Application Number: SSI 7485 Application<br>Name: WestConnex M4-M5 Link                                       | Please <b>include / delete (cross out or circle)</b> my personal information when publishing this submission to your website.<br><b>Declaration: I HAVE NOT</b> made any reportable political donations in the late 2 years. |
|   | Address: 68 GLASSOP ST   |
|   | Suburb: BALMAIN Postcode: 2041   |

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

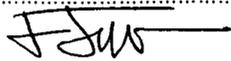
1.SMC have made it extremely difficult for the community to access hard copies of the EIS. The local Glebe library only has one copy and this is the situation at other local libraries. There are very limited hours of access to these locations outside normal working hours. Access to the EIS is very difficult 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.

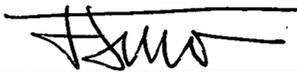
|   |  |
|---|--|
| <p><b>Attention Director</b><br/> Application Number: SSI 7485 Application</p> <p>Infrastructure Projects, Planning Services,<br/> Department of Planning and Environment<br/> GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p> | <p>Name: FRANCISIO ALCAZAR</p> <p>Signature: </p> <p>Please include / delete (cross out or circle) my personal information when publishing this submission to your website. I HAVE NOT made reportable political donations in the last 2 years.</p> <p>Address: 83 HORDERN ST.</p> <p>Suburb: NEWTOWN      Postcode 2042</p> |
|---|--|

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

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

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

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

|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001.   | Name: FRANCISCO ALCAZAR   |
|   | Address: 83 HORDERN STREET  |
| Application Number: SSI 7485  | Suburb: NEWTOWN Postcode 2042   |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <u>include</u> my personal information when publishing this submission to your website<br>Declaration : 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 social and economic impact study notes the high value placed on community networks and social inclusion but does nothing to seriously evaluate the social impacts on these of WestCONnex. Any genuine assessment would draw on experience with the New M5 and M4 East rather than ignoring it. This lack of genuine engagement with social impact reduces the study to the level of a demographic description and a series of bland value statement
- The EIS states that spoil haulage hours will be restricted but ignores the fact that the same was promised for the M4 East but these promises have been ignored repeatedly.
- The EIS states "Direct and indirect traffic disruptions are likely to be experienced on local and arterial roads in most suburbs that are in close proximity to construction sites. This would include the suburbs of Ashfield, Haberfield, St Peters, Camperdown, Annandale, Lilyfield, Leichhardt, and Rozelle." Despite this finding, the study then pushes these negative impacts aside as inevitable. There is never any evaluation of whether in the light of the negative impacts an alternative public infrastructure project might be preferable.
- The impacts on The Crescent and Annandale are massive and were not sufficiently revealed in the Concept Design to enable residents to give feedback on the negative impacts on communities and businesses in the area.
- 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.
- Table 6.1 in Appendix Q ( Social and Economic impact) is not an accurate report on the concerns of residents. It downplays concerns of Newtown, St Peters and Haberfield residents. It does not even mention concerns about additional years of construction in Haberfield and St Peters. The raises the question of whether this is a result of the failure of SMC to notify impacted residents including those on the Eastern Side of King Street and St Peters about the potential impacts of the M4 M5
- The EIS identifies a risk to children from construction traffic at Haberfield School. I find such risks unacceptable and am not satisfied with a promise of a Plan to which the public is excluding from viewing or providing feedback until it is published.

|   |  |
|---|--|
| Submission to : Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: <u>Francisco Alcazar</u><br>Signature:   |
| Attention: Director – Transport Assessments   | <i>Please include / delete (cross out or circle) my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.</i> |
| Application Number: SSI 7485 Application<br>Name: WestConnex M4-M5 Link                                       | Address: <u>83 HORDERN ST.</u><br>Suburb: <u>NEWTOWN</u> Postcode <u>2042</u>  |

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

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

|   |   |               |
|---|---|---------------|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: FRANCISCO ALCAZAR   |               |
|   | Address: 83 HORDEEN ST.   |               |
| Application Number: SSI 7485  | Suburb: NEW TOWN  | Postcode 2042 |
| Application Name: WestConnex M4-M5 Link   | Signature:  |               |
| Please <b>include / delete (cross out or circle)</b> my personal information when publishing this submission to your website<br><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. This EIS provides no basis on which to approve such a complex project including the building of interchanges underneath Sydney suburbs Rozelle and Leichhardt. It would be absurd to approve the building of up to three tunnels under people's homes on the basis of such flimsy information.
2. Hundreds of risks associated with this project have not been assessed but have instead been deferred to a detailed design stage into which the public will have no input. I call on the Department of Planning to reject this inadequate EIS that has been prepared by AECOM that has multiple commercial interests in WestConnex.
3. The EIS at 7-25 refers to 876 comments (limited to 140 characters) made via the collaborative map on the Concept Design 'up to July' that were considered in the preparation of the EIS. It does not mention the many hundreds of extended written submissions that were lodged in late July and early August. These critical 'community engagement' feedback submissions have clearly not been considered in the preparation of the EIS. This casts doubt over the integrity of the entire EIS process.
4. Increased traffic congestion in areas around portals will increase pollution along roadsides, with predicted adverse impacts on breathing and through long-term carcinogenic effects. The maps and analysis of the pollution effects in the EIS should be presented in a way that enables them to be understood by ordinary citizens. Instead information is presented in a way that is deliberately obscure and hard to interpret.
5. This EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain - and is certainly not included here.
6. EIS 6.1 (Synthesis, Page 45) states. "..... *this may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval*". It is unstated just who would have responsibility for such a "review(ed) for consistency", and how these changes would be communicated to the community. The EIS should not be approved till significant 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment (ie : the Sydney Water Tunnels issues at 12-57)
7. The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1,000s more per day onto the roads to the Airport which are already at capacity.
8. There has been no 'meaningful' consultation with the community. Some areas affected by M3/M5 have not even been letterboxed by SMC. These include St Peters and sections of Erskineville. The SMC received hundreds of submissions on its concept design and failed to respond to any of these before lodging this EIS.
9. Unfiltered stacks anywhere in Sydney are not unacceptable. There must be a review of the NSW government's unacceptable policy on this issue. I am appalled that the ex Minister for Planning Rob Stokes who approved the New M5 and unfiltered stacks in St Peters and Haberfield would declare that he would not have them in his own area. How can residents have any trust in a process that is underpinned by such hypocrisy.
10. The EIS at 7-51 refers to concerns that were raised by the community that the alignment of tunnels in Newtown appeared to go to the east of King Street, an area that had had no geotech drilling or testing. SMC staff indicated at Community information sessions that the maps included in the Concept Design were broad and indicative only, and that further details would be available in the EIS. No further details have been provided. This casts doubt over the integrity of the entire EIS process.

Other comments

---



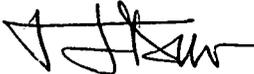
---



---

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

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

|   |   |
|---|---|
| Submission to : Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: FRANCISCO ALCAZAR<br>Signature:   |
| Attention: Director – Transport Assessments   | Please include / delete (cross out or circle) my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. |
| Application Number: SSI 7485 Application<br>Name: WestConnex M4-M5 Link                                       | Address: 83 HORDERN ST.<br>Suburb: NEWTOWN Postcode 2042  |

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

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

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

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

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

Name: Zachary Gray

Signature: [Handwritten Signature]

Please **include / delete (cross out or circle)** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 50 Bayview ave

Suburb: East Gosford Postcode: 2250

Submission to:

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

Attn: Director – Transport Assessments

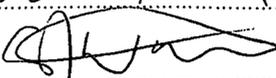
Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

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

**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 \_\_\_\_\_

|   |   |
|---|---|
| <p><b>Attention Director</b><br/> Application Number: SSI 7485 Application</p> <p>Infrastructure Projects, Planning Services,<br/> Department of Planning and Environment<br/> GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p> | <p>Name: Andrew Walsh</p> <p>Signature: </p> <p>Please <del>write</del> delete (cross out or circle) my personal information when publishing this submission to your website. I <u>HAVE NOT</u> made reportable political donations in the last 2 years.</p> <p>Address: 15 Wells St</p> <p>Suburb: Redfern Postcode 2016</p> |
|---|---|

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

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

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

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

23.9.17

|  |   |
|--|---|
| Submission to:<br>Planning Services<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW 2001<br><br>Attention: Director – Transport<br>Assessments<br><br>Application Number: SSI 7485 Application<br>Name: WestConnex M4-M5 Link | Name: KYRAN MACDONALD   |
|  | Signature: <i>Kyran Macdonald</i><br>Please <b>include / delete (cross out or circle)</b> my personal information when publishing this submission to your website.<br><b>Declaration: I HAVE NOT</b> made any reportable political donations in the late 2 years. |
|  | Address: 21 AVON ST<br>Suburb: Glebe Postcode: 2037   |

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

1.SMC have made it extremely difficult for the community to access hard copies of the EIS. The local Glebe library only has one copy and this is the situation at other local libraries. There are very limited hours of access to these locations outside normal working hours. Access to the EIS is very difficult without access to a personal computer. This totally restricts open community engagement.

2.The EIS gives no information about changes to traffic increases entering the Sydney CBD caused by the Westconnex. Duncan Gay when asked about this, in connection to huge increases of traffic predicted to enter the city from Westconnex at St Peters, would only say that traffic would disperse! So thousands of extra vehicles would magically disperse – where? There is no plan for this. RMS has only just started work to identify which roads will need to be upgraded to deal with these vast numbers of extra vehicles entering the city. So it is impossible to form an understanding of the true Environmental impacts of this project – which is the very purpose of an EIS.

3.The Westconnex has been described as an integrated transport network solution. This is totally untrue as the role and integration with public transport and freight rail has not been assessed. The Government recently committed to a Metro West so this throws into question the need for Westconnex. This is especially so as the Westconnex business case outlines a shift from public transport to toll roads as a benefit. This needs to be justified economically. The EIS does not do this.

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

5.The removal of Buruwan Park for road widening and the realignment of the Crescent is a particular loss of badly needed parkland. This park was established as a nature corridor and a buffer to shield the local residents from City West Link, there are mature trees on this site, it was not intended as a children's recreational area with play equipment, the description in the EIS is inaccurate. Buruwan Park also has a main cycle route running through it. The alternative route being suggested is poor and takes no account of encouraging cycling as a mode of transport. The alternative routes are based on distance only and take no account of time taken or topography. Had this been done then this would have changed the assessment for the removal of the existing cycle/walkway bridge over the City West link. There is also no mention of this bridge being replaced after construction of the Westconnex. This is not acceptable.

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

Name: Justin Langford

Signature: [Handwritten Signature]

Please **include / delete (cross out or circle)** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 6 Riverside Cres

Suburb: Marrickville Postcode: 2204

Submission to:

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

Attn: Director – Transport Assessments

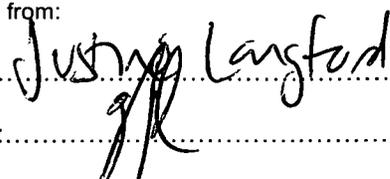
Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- The EIS at 12-57 describes potentially serious problems where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs. Why is SMC proposing tunnelling within metres of these critical services when no accurate surveying has been done? And when there is only limited information available about the strength of these water tunnels? The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects?
- There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.
- I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
- SMC have made it all but impossible for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. Monday and Wednesday: 10am to 7pm. Tuesday: 10am to 6pm. Thursday and Friday: 10am to 5pm. Saturday and Sunday: 11am to 4pm. This restricted access does NOT constitute open and fair community engagement.
- Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware and Enmore Roads and through the streets of Erskineville and Alexandria.
- EIS 6.1 (Synthesis, Page 45) describes the Process for addressing project uncertainties. *"The EIS is based on the concept design developed for the project. As such, it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in Chapter 1, construction contractors (for each stage of the project) would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval"*. The EIS should not be approved till the bulk of these 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment.
- I object to the publication of this EIS only 14 days after the final date for submission of comments on the concept design. At the time this EIS was approved for publication, there had been no public response to the public submissions on the design. It was not possible that the community's feedback was considered let alone assessed before the EIS model was finalised. The rushed process exposes the fundamental lack of integrity in the feedback process and treats the community with contempt.
- Stage 3 is the most complex and expensive stage of WestConnex, yet there are no detailed construction plans. It is not enough to say there will be mitigation if negative impacts unfold. An EIS should assess risks and be able to predict whether they are worth risking and if so, what mitigation should be necessary.
- The assessment and solution to potentially serious problems described in the EIS at 12-57 (where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs) is *"based on assumptions about the strength and stiffness of the water tunnels given that limited information about the design and condition of these assets was available. Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water assets. A detailed assessment would be carried out in consultation with Sydney Water to demonstrate that construction of the M4-M5 Link tunnels would have negligible adverse settlement or vibration impacts on these tunnels. A settlement monitoring program would also be implemented during construction to validate or reassess the predictions should it be required."* The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.

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

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

|  |   |
|--|---|
| Submission from:   | Submission to:  |
| Name: <u>Justin Langford</u>   | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature:    | Attn: 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 last 2 years. | Application Number: SSI 7485 Application  |
| Address: <u>6 Riverside Cres</u>   | Application Name: WestConnex M4-M5 Link   |
| Suburb: <u>Marrichville</u> Postcode: <u>2204</u>  |   |

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

- ❖ There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.
- ❖ I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
- ❖ EIS 6.1 (Synthesis, Page 45) describes the Process for addressing project uncertainties. *"The EIS is based on the concept design developed for the project. As such, it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in Chapter 1, construction contractors (for each stage of the project) would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval"*. The EIS should not be approved till the bulk of these 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment.
- ❖ I object to the publication of this EIS only 14 days after the final date for submission of comments on the concept design. At the time this EIS was approved for publication, there had been no public response to the public submissions on the design. It was not possible that the community's feedback was considered let alone assessed before the EIS model was finalised. The rushed process exposes the fundamental lack of integrity in the feedback process and treats the community with contempt.
- ❖ Stage 3 is the most complex and expensive stage of WestConnex, yet there are no detailed construction plans. It is not enough to say there will be mitigation if negative impacts unfold. An EIS should assess risks and be able to predict whether they are worth risking and if so, what mitigation should be necessary.
- ❖ The assessment and solution to potentially serious problems described in the EIS at 12-57 (where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs) is *"based on assumptions about the strength and stiffness of the water tunnels given that limited information about the design and condition of these assets was available. Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water assets. A detailed assessment would be carried out in consultation with Sydney Water to demonstrate that construction of the M4-M5 Link tunnels would have negligible adverse settlement or vibration impacts on these tunnels. A settlement monitoring program would also be implemented during construction to validate or reassess the predictions should it be required."* The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- ❖ SMC have made it all but impossible for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. Monday and Wednesday: 10am to 7pm. Tuesday: 10am to 6pm. Thursday and Friday: 10am to 5pm. Saturday and Sunday: 11am to 4pm. This restricted access does NOT constitute open and fair community engagement.
- ❖ Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware and Enmore Roads and through the streets of Erskineville and Alexandria.
- ❖ The EIS at 12-57 describes potentially serious problems where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs. Why is SMC proposing tunnelling within metres of these critical services when no accurate surveying has been done? And when there is only limited information available about the strength of these water tunnels? The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- ❖ Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects?

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Justine Layford</i>                    |
|   | Address: <i>6 Riverside cres</i>                |
| Application Number: SSI 7485  | Suburb: <i>Margidville</i> Postcode <i>2204</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>JL</i>                            |
| Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website<br>Declaration: 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 Environmental Impact Statement M4/M5 application, for the following reasons:

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

I call on the Minister for Planning to reject this project and demand that the government re-think the transport planning for the whole metropolitan area.

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

Name \_\_\_\_\_; Email: \_\_\_\_\_; Mobile \_\_\_\_\_

|   |   |
|---|---|
| Submission to : Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: <i>Justin Langford</i><br>Signature: <i>[Handwritten Signature]</i>   |
| Attention: Director – Transport Assessments   | Please <i>include / delete (cross out or circle)</i> my personal information when publishing this submission to your website <b>Declaration : I HAVE NOT</b> made any reportable political donations in the last 2 years. |
| Application Number: SSI 7485 Application<br>Name: WestConnex M4-M5 Link                                       | Address: <i>6 Riverside Cres</i><br>Suburb: <i>Manickville</i> Postcode <i>2204</i>   |

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

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

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

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

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

Name: Justin Langford

Signature: [Handwritten Signature]

Please **include / delete (cross out or circle)** my personal information when publishing this submission to your website **Declaration : I HAVE NOT** made any reportable political donations in the last 2 years.

Address: 6 Riverside Cres

Suburb: Marrickville Postcode: 2204

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- a) No road junction as large and complex as the extraordinary spaghetti junction proposed to go underground has been built anywhere in the world. The feasibility is not tested. There are no international or national standards for such a construction.
- b) 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.
- c) The impact of the deep tunnelling for the M4-M5 link - in addition to the tunnelling for the new Sydney Metro in the same area - in the Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings above, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because either contractor will no doubt blame the other.
- d) The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters, Haberfield and Rozelle Interchanges will disrupt local transport networks including bus and active transport (walking and cycling).
- e) 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.
- f) I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.
- g) Are there other potentially serious problems with Sydney Water utility services (described at EIS 12-57) or with other utilities in other suburbs or along the proposed M4-M5 tunnel alignment? If so, the EIS proposals and application should not be approved till these are all disclosed, researched, surveyed and the resolution publicly published.
- h) It is clear that the tunnel portals will be major sites for more traffic congestion. Some intersections that are currently very congested will be just as bad in 2033. The justification for this project relies on the completion of other projects such as the Western Harbour Tunnel which has not yet been planned, let alone approved.
- i) The mechanical ventilation proposed depends on single direction tunnel construction, so how it can possibly work for large curved tunnels on multiple levels is unknown.
- j) OTHER :

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Rosemarie Sheppard</i>  |                      |
|   | Address: <i>63 Artarmon Road</i> |                      |
| Application Number: SSI 7485  | Suburb: <i>WILLOUGHBY</i>        | Postcode <i>2068</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>R Sheppard</i>     |                      |
| Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website<br>Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |                                  |                      |

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

1. The community has never been consulted or asked about the decision to build a three-stage tollway instead of expanding public transport and WestConnex has never been subjected to democratic decision-making and in fact has been opposed by a huge majority of submissions received in response to the Environmental Impact Statements for the first two stages.
2. I object to the issue of this EIS only 14 days after submission of comments on the concept design closed. Thousands of comments were submitted on the design and how could these have been considered for the EIS in the available. This raises questions about the integrity of the entire EIS process.
3. The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1000s more per day onto the roads to the Airport which are already at capacity.
4. The business case for the project in all three stages has failed to taken into account the external costs of these massive road projects in air pollution for human and environmental health, in adding fossil fuel emissions to increase global warming effects, and in the economic and social costs of the disruption to human activities, of displacement of people and businesses and of the destruction of community cohesion and amenity. These external costs far outweigh any benefits from building roads which poorly serve people's transport needs but instead enrich private corporations.
5. The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters Interchange will have a heavy disruptive impact on the local transport routes, whether by vehicle, bus, or active transport (walking and cycling).
6. Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware and Enmore Roads and though the streets of Erskineville and Alexandria.
7. The increasing numbers of vehicles will also increase the vehicle pollution (known to have adverse effects on breathing and also to be carcinogenic) in this area.
8. The additional unfiltered exhaust stack on the north-west corner of the interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south-western and north-western corners of the interchange. This is utterly unacceptable.
9. The impact of the deep tunnelling for the M4-M5 link - in addition to the tunnelling for the new Sydney Metro in the same area - in the Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings above, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because either contractor will no doubt blame the other.

The people living in this region neither asked for nor want the whole WestConnex project which will not serve the needs of this population but who will nonetheless have to live and work with the impact of multiple years of construction, heavy vehicle traffic, noise and pollution, and local disruption and probable damage to their houses or business premises with compensation only a dim prospect.

I call on the Minister for Planning to reject this project and demand that the government re-think the transport planning for the whole metropolitan area.

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

Name: \_\_\_\_\_; Email: \_\_\_\_\_; Mobile: \_\_\_\_\_

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

Name: *Rosemarie Sheppard*

Address: *63 Artarmon Road,*

Application Number: SSI 7485

Suburb: *WILLOUGHBY* Postcode *2068*

Application Name: WestConnex M4-M5 Link

Signature: *R Sheppard*

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

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

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

1. The business case for the project in all three stages does not take into account the costs of external impacts of air pollution for human and environmental health; increased fossil fuel emissions contributing to increase global warming; and in the economic and social costs of the disruption to human activities; of displacement of people and businesses; and of the destruction of community cohesion and amenity. These external costs far outweigh the questionable short term benefits of building roads which poorly serve people's transport needs and are not sustainable in the long term.
2. I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.
3. I object to the issue of this EIS only 14 days after submission of comments on the concept design closed. There is no public response to the 1000s of comments on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in the time. This questions the integrity of the entire EIS process.
4. The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1000s more per day onto the roads to the Airport which are already at capacity.
5. The increased amount of traffic the M4-M5 Link will direct onto the roads to and from the St Peters Interchange will have a heavy disruptive impact on the local transport routes, whether by vehicle, bus, or active transport (walking and cycling).
6. Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware Rd and Enmore Rd and though the streets of Erskineville and Alexandria.
7. The increasing numbers of vehicles will mean more vehicle pollution in the area (known to have adverse effects on breathing and also to be carcinogenic).
8. The additional unfiltered exhaust stack on the north-west corner of the interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south-western and north-western corners of the interchange. This is utterly unacceptable.
9. I object to there being two different tunnelling operations taking place in close proximity in time and location - the deep tunnelling for the M4-M5 link and the tunnelling for the new Sydney Metro in the same area - Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond. The impact of this combined tunnelling is an unknown hazard to the soundness of the residences and buildings above, many of them very old and heritage listed. This is a serious community safety issue and residents who do experience damage will be caught between 2 separate contractors for repairs and compensation.

---

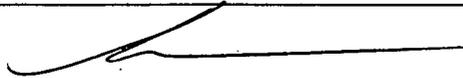
**Campaign Mailing Lists:** I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_; Email: \_\_\_\_\_; Mobile: \_\_\_\_\_

|   |  |
|---|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Philip Tauberman</i>  |
|   | Address: <i>130 Elswick St</i>   |
| Application Number: SSI 7485  | Suburb: <i>Leichhardt</i> Postcode <i>2043</i>   |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <u>include</u> my personal information when publishing this submission to your website.<br>Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |  |

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

- *The level of* streets leading to and around the Inner West Interchange are astonishingly low, eg John St at 22m, Emma St at 24m, Hill St at 28m, Moore St 27m, Piper St 37m, (Vol 2B Appendix E Part 2), Catherine St at 28m (Vol 2B Appendix E Part 1) - homes would indisputably sustain damage or cracking at these depths.
  - Given that the modelling for air quality is based on the traffic modelling, which, as shown above, is fundamentally flawed, and given poor air quality has a significant health impact the EIS should not be approved until an independent scientifically qualified reviewer has analysed the stated air quality outcomes and identified any deficits
  - Concentrations of some pollutants PM<sub>2.5</sub> and PM<sub>10</sub> are already near the current standard and in excess of proposed standards (p9-81, p9-93). It is critical to note that these particulates are a classified carcinogen and are known to have critical, and at times fatal, consequences if elevated. People living within 500 metres of heavily affected areas have demonstrably shorter lives, much higher incidences of chronic lung conditions and higher levels of cardiovascular diseases.
  - I object to the whole WestConnex project and Stage 3, the M4-M5 Link in particular, because I object to paying high tolls to fund a road project that does not benefit Western Sydney.
- The EIS notes that an 'Operational Traffic Performance Review' will be undertaken at 12 months and five years after the M4-M5 Link is open to consider the need for "post-opening mitigation measures" (Page 223, Chapter 9.8, Appendix H). I object to this approach as it is contrary to the requirements of the EIS process and reflects a clear admission on the part of the NSW Government that:
  - It has no confidence in the traffic modelling process to predict to any reliable extent the likely impacts of the Project;
  - It is unable or unprepared to describe the true impacts of the Project on the people of NSW;
  - It has not considered or budgeted for the potentially significant additional roadworks required to address the impacts of the Project (or the need for road upgrades to feed toll-paying drivers to WestConnex.
  - The modelling conclusions are internally inconsistent. There is an assumption that traffic would dissipate at the edge of the motorway with no negative impacts on the CBD, Mascot and Alexandria. However there is also an assumption that additional roads would be needed to cope with said traffic.

|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <u>Thomas Cafe</u>  |
|   | Address: <u>20a The Ridget</u>  |
| Application Number: SSI 7485  | Suburb: <u>Helensburg</u> Postcode <u>2508</u>  |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website<br>Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |   |

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

1. I object
  
2. I have strong objections to proceeding in the face of the unknown hazard associated with two different tunnelling operations taking place in close time and location - the tunnelling for the M4-M5 link and the proposed Sydney Metro tunnelling in the same area - Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond. The impact of this combined tunnelling is an unknown hazard to the soundness of the residences and buildings above, many of them very old and heritage listed. This is a serious community safety issue and residents who do experience damage will be caught between 2 separate contractors for repairs and compensation.
3. The high cost of the tolls has already resulted in an increase in traffic on Parramatta Rd immediately the new M4 tolls were activated. Their anticipated annual increase will likely mean that more and more commuters will seek to avoid the expensive tolls. It makes sense to expect the same effect on the roads around the St Peters Interchange, including the Princes Highway, King St, Edgeware Rd and Enmore Rd and though the streets of Erskineville and Alexandria. The increasing numbers of vehicles will mean more vehicle pollution in the area (known to have adverse effects on breathing and also to be carcinogenic). A viable public train system would easily and effectively manage commuter traffic without the requirement for expensive private tollways.
4. The business case for the project in all three stages does not take into account the costs of external impacts of air pollution for human and environmental health; increased fossil fuel emissions contributing to increase global warming; and in the economic and social costs of the disruption to human activities; of displacement of people and businesses; and of the destruction of community cohesion and amenity. These external costs far outweigh the questionable short term benefits of building roads which poorly serve people's transport needs and are not sustainable in the long term.
5. The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters Interchange will have a heavy disruptive impact on the local transport routes, whether by vehicle, bus, or active transport (walking and cycling).
6. The increasing numbers of vehicles on the roads around the St Peters Interchange will increase the vehicle pollution (known to have adverse effects on breathing and also to be carcinogenic) in this area.

I call on the Minister for Planning to reject this project and demand that the government re-think the transport planning for the whole metropolitan area.

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

Name: \_\_\_\_\_; Email: \_\_\_\_\_; Mobile: \_\_\_\_\_

|   |   |
|---|---|
| Submission from:  | Submission to:  |
| Name: <i>L. Montgomery</i>  | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature: <i>L. Montgomery</i>   | Attn: Director – Transport Assessments  |
| Please <b>include</b> my personal information when publishing this submission to your website<br>Declaration : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years. | Application Number: SSI 7485 Application  |
| Address: <i>3/16 Tavistock St</i>   | Application Name: WestConnex M4-M5 Link   |
| Suburb: <i>Dummoys</i> Postcode: <i>2047</i>  |   |

**I submit my objection** to the WestConnex M4-M5 Link as contained in the EIS application # SSI 7485, for the following reasons, **and ask that the Minister reject the application and require preparation of a genuine, not indicative, EIS**

- *An on-line interactive map was published with the M4-M5 Concept Design that indicated a very wide yellow 'swoosh' that is upwards of a kilometre wide in some sections of the M4-M5 proposals. SMC have NEVER publicly published or acknowledged that the contractor to be appointed to build the tunnels will be 'encouraged' to do so within the yellow swoosh footprint, but may go outside the indicative swoosh area if found necessary after further geotech and survey work. The proposed Sydney Water Tunnels surveys (EIS 12-57) could potentially see a dramatic change in the tunnel alignments in the Newtown area. Why were these surveys not done during the past three years such that 'definitive' rather than 'indicative' alignments could be published. The EIS should be withdrawn till such time that it is a true and fair 'definitive' document open for genuine public comment.*
- *I object to the location of a permanent substation and water treatment plant following the completion of the project on the Darley Road site. This will limit the future uses of the land and the community has been continually assured that the land, which is Government-owned, would be available for community purposes. The presence of this facility will forever prevent the ability for safe and direct pedestrian access to the light rail stop, with users required to walk down a dark and winding path. It will also limit the future use of the site. If a permanent facility is to be located then it should be moved to the north of the site so that it is out of sight of homes and has less visual impact on residents.*
- *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.*
- *There is a higher than average number of shift workers in the Inner West. The EIS acknowledges that even allowing for mitigation measures such as acoustic sheds and noise walls, shift workers will be more vulnerable to impacts of years of construction work and will consequently be at risk of a loss of quality of life, loss of productivity and chronic mental and physical illness.*
- *The 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)*

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

personal message  
over

Name: Justine Baker

Signature: 

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

Address: 14 Edna St  
Lilyfield

Suburb: 7/10/17

Postcode: 2041

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

#### REASONS FOR WESTCONNEX

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

#### TRAVEL TIME SAVED?

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

#### SUBSIDENCE AND HOUSE DAMAGE

3. The EIS states that property damage due to ground movement "may occur, further stating that settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement and subsidence is lessened** where tunnelling is more than **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 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.

#### HEALTH DANGERS

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

#### CAR PARKING CONGESTION

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

#### AIR AND NOISE POLLUTION

6. Rozelle Interchange and surrounds will experience **increased traffic with associated noise and air pollution**—most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe and in Victoria street and its surrounds in Rozelle. These streets are already highly congested at peak times and with a **massive number of extra truck movements** and traffic associated with construction, these streets will become gridlocked during peak times. Also, the widening of the Crescent between the city West Link and Johnston street with **an extra lane being constructed** will lead to heavy traffic congestion on a road that has **3 Primary/Infants schools**. In Rozelle work will take place as close as 250 metres from the Rozelle Primary School when construction of the Iron

Cove Link tunnel entrances and exits on Victoria Road take place. In fact, Anzac Bridge is **currently at maximum** capacity during peak hours.

Furthermore, the EIS states that the current Rozelle Interchange and surrounds of Anzac Bridge are presently close to full capacity. Modelling shows that the project will have significant impact on the area surrounding Rozelle Interchange. The Anzac Bridge will have 60% more traffic in 2033 and will be at full capacity in off peak times by 2021. The interchanges at Victoria Rd and Darling St and Victoria Rd and Robert St will have become intolerable which means bus reliability and performance will be worsened.

With the proposed construction, the area is going to be subjected to a huge increase in vehicle movements throughout the 5 year construction period.

#### **TRUCK MOVEMENTS**

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

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

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

#### **LOSS OF PARKS AND OPEN SPACE**

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

#### **PROPOSED PARK**

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.

#### **RESIDENT CONSULTATION**

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

#### **CHANGE OF PLANS?**

11. In the introduction of the EIS it clearly states that the information in the EIS is 'indicative of the final design' only. The reality of this statement means that the project may be completely different to stated plans in the EIS.

#### **OTHER IMPACTS TO CONSIDER**

13. The Sydney Metro West project which is Sydney's next big railway infrastructure investment is not included in the Cumulative Impact Assessment! **A business case for the Metro** should be completed **before a decision** is taken on the Stage 3 project as it may be significantly impacted by the Metro.

The Inner City Regional Bike Network has also **not been included** in the projects assessed under 'Cumulative Impacts'. It is identified by Infrastructure Australia as a 'Priority Initiative' and therefore must be included.

I object to the lack of filtration in the smoke stacks. Why is it ok for our kids and adults to breathe the particles.  
The lack of transparency and listening to the community is undemocratic.  
Bel

|   |   |
|---|---|
| Submission to : Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: [REDACTED]  |
|   | Signature: [REDACTED]   |
| Attention: Director – Transport Assessments   | Please <del>delete</del> <b>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 last 2 years. |
| Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link  | Address: [REDACTED]   |
|   | Suburb: [REDACTED] Postcode [REDACTED]  |

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

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

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: ROSE LEE   |
|   | Address: 32 Northwood St.  |
| Application Number: SSI 7485  | Suburb: Camperdown Postcode 2050   |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please include / delete (cross-out or circle) my personal information when publishing this submission to your website<br>Declaration: I HAVE NOT made any reportable political donations in the last 2 years. |  |

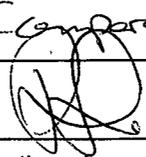
I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS M4/M5 application, for the following reasons:

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

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

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

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

|  |   |                      |
|--|---|----------------------|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001   | Name: <u>Rosie Lee</u>  |                      |
|  | Address: <u>32 Northwood St.</u>  |                      |
| Application Number: SSI 7485   | Suburb: <u>Camperdown</u>   | Postcode <u>2050</u> |
| Application Name: WestConnex M4-M5 Link  | Signature:  |                      |
| Please <u>include</u> / <del>delete</del> (cross out or circle) my personal information when publishing this submission to your website<br>Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |   |                      |

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

1. I object
  
2. I have strong objections to proceeding in the face of the unknown hazard associated with two different tunnelling operations taking place in close time and location - the tunnelling for the M4-M5 link and the proposed Sydney Metro tunnelling in the same area - Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond. The impact of this combined tunnelling is an unknown hazard to the soundness of the residences and buildings above, many of them very old and heritage listed. This is a serious community safety issue and residents who do experience damage will be caught between 2 separate contractors for repairs and compensation.
3. The high cost of the tolls has already resulted in an increase in traffic on Parramatta Rd immediately the new M4 tolls were activated. Their anticipated annual increase will likely mean that more and more commuters will seek to avoid the expensive tolls. It makes sense to expect the same effect on the roads around the St Peters Interchange, including the Princes Highway, King St, Edgeware Rd and Enmore Rd and though the streets of Erskineville and Alexandria. The increasing numbers of vehicles will mean more vehicle pollution in the area (known to have adverse effects on breathing and also to be carcinogenic). A viable public train system would easily and effectively manage commuter traffic without the requirement for expensive private tollways.
4. The business case for the project in all three stages does not take into account the costs of external impacts of air pollution for human and environmental health; increased fossil fuel emissions contributing to increase global warming; and in the economic and social costs of the disruption to human activities; of displacement of people and businesses; and of the destruction of community cohesion and amenity. These external costs far outweigh the questionable short term benefits of building roads which poorly serve people's transport needs and are not sustainable in the long term.
5. The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters Interchange will have a heavy disruptive impact on the local transport routes, whether by vehicle, bus, or active transport (walking and cycling).
6. The increasing numbers of vehicles on the roads around the St Peters Interchange will increase the vehicle pollution (known to have adverse effects on breathing and also to be carcinogenic) in this area.

I call on the Minister for Planning to reject this project and demand that the government re-think the transport planning for the whole metropolitan area.

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

Name: \_\_\_\_\_; Email: \_\_\_\_\_; Mobile: \_\_\_\_\_

|   |  |
|---|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <u>ROSIE LEE</u>   |
|   | Address: <u>32 Northwood St.</u>   |
| Application Number: SSI 7485  | Suburb: <u>Camperdown</u> Postcode <u>2050</u>   |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website<br>Declaration: <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |  |

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

1. There is great concern in the community that King Street, Newtown, will become a 24-hour clearway. The EIS at 7-41 acknowledges that, and states "Roads and Maritime has no plan to change the existing clearways on King Street". This statement is **deliberately misleading** as it infers that SMC has the authority to establish Clearways on regional roads. *Roads and Maritime* have the unfettered right to declare Clearways wherever and whenever they wish, and RMS has **NEVER** stated publicly that King Street will not be subject to extended clearways.
2. The EIS uses maps indicating alignment of the mainline tunnels. It is only when you get to EIS 12-57 (Sydney Water Tunnels) that it becomes clear that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are only 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.
3. The EIS refers to concerns that were raised by the community that the route of tunnels in Newtown appeared to go to the east of King Street, an area that had had no geotech testing (see at 7-51) SMC staff indicated at Community information sessions that the maps included in the Concept Design were broad and indicative only, and that further details would be available in the EIS. The details in the just released EIS indicate both sides of King St but as it is only indicative how is it possible to comment on the likely impacts. This seriously casts doubt over the integrity of the entire EIS process.
4. I strongly object to the way the EIS treats "uncertainties". EIS 6.1 (Synthesis, Page 45) describes the process re project uncertainties. *"The EIS is based on the concept design developed for the project. ... it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in Chapter 1, construction contractors ... would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval"*. Given this I strongly object to the approval of this EIS until critical 'uncertainties' have been fully researched and the results (and any changes) published for public comment.
5. At 7-25 the EIS does not mention the many hundreds of extended written submissions that were lodged in late July and early August. These critical 'community engagement' feedback submissions have clearly not been considered in the preparation of the EIS. This casts doubt over the integrity of the entire EIS process.
6. It all very difficult for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. This restricted access does NOT constitute open and fair community engagement.
7. This EIS contains no meaningful design and construction details and no parameters as to how broad changes and therefore impacts could be. It therefore fails to allow the community to be informed about and comment on the project impacts in a meaningful way.

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

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

Name: \_\_\_\_\_; Email: \_\_\_\_\_; Mobile \_\_\_\_\_

|  |  |
|--|--|
| Submission from:<br>Name: <u>Kate O'DONNELL</u><br>Signature: <u>KO Donnell</u><br><i>Please include / delete (cross out or circle) my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.</i><br>Address: <u>57/18 Ethel St</u><br>Suburb: <u>Erskineville</u> Postcode: <u>2043</u> | Submission to:<br>Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001<br>Attn: Director – Transport Assessments<br>Application Number: SSI 7485 Application<br>Application Name: WestConnex M4-M5 Link |
|--|--|

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

- This EIS provides no basis on which to approve such a complex project including the building of interchanges underneath Sydney suburbs Rozelle and Leichhardt. It would be absurd to approve the building of up to three tunnels under people's homes on the basis of such flimsy information.
- Hundreds of risks associated with this project have not been assessed but have instead been deferred to a detailed design stage into which the public will have no input. I call on the Department of Planning to reject this inadequate EIS that has been prepared by AECOM that has multiple commercial interests in WestConnex.
- The EIS at 7-25 refers to 876 comments (limited to 140 characters) made via the collaborative map on the Concept Design 'up to July' that were considered in the preparation of the EIS. It does not mention the many hundreds of extended written submissions that were lodged in late July and early August. These critical 'community engagement' feedback submissions have clearly not been considered in the preparation of the EIS. This casts doubt over the integrity of the entire EIS process.
- Increased traffic congestion in areas around portals will increase pollution along roadsides, with predicted adverse impacts on breathing and through long-term carcinogenic effects. The maps and analysis of the pollution effects in the EIS should be presented in a way that enables them to be understood by ordinary citizens. Instead information is presented in a way that is deliberately obscure and hard to interpret.
- This EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain – and is certainly not included here.
- EIS 6.1 (Synthesis, Page 45) states. "..... this may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval". It is unstated just who would have responsibility for such a "review(ed) for consistency", and how these changes would be communicated to the community. The EIS should not be approved till significant 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment (ie : the Sydney Water Tunnels issues at 12-57)
- The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1,000s more per day onto the roads to the Airport which are already at capacity.
- There has been no 'meaningful' consultation with the community. Some areas affected by M3/M5 have not even been letterboxed by SMC. These include St Peters and sections of Erskineville. The SMC received hundreds of submissions on its concept design and failed to respond to any of these before lodging this EIS.
- Unfiltered stacks anywhere in Sydney are not unacceptable. There must be a review of the NSW government's unacceptable policy on this issue. I am appalled that the ex Minister for Planning Rob Stokes who approved the New M5 and unfiltered stacks in St Peters and Haberfield would declare that he would not have them in his own area. How can residents have any trust in a process that is underpinned by such hypocrisy.
- The EIS at 7-51 refers to concerns that were raised by the community that the alignment of tunnels in Newtown appeared to go to the east of King Street, an area that had had no geotech drilling or testing. SMC staff indicated at Community information sessions that the maps included in the Concept Design were broad and indicative only, and that further details would be available in the EIS. No further details have been provided. This casts doubt over the integrity of the entire EIS process.
- Other Comments

**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: Trevor Weeding  
 Signature: [Handwritten Signature]

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

Address: 46A Durham St  
 Suburb: Carlton Postcode: 2218

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. 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.
- B. There is a higher than average number of shift workers in the Inner West. The EIS acknowledges that even allowing for mitigation measures such as acoustic sheds and noise walls, shift workers will be more vulnerable to impacts of years of construction work and will consequently be at risk of a loss of quality of life, loss of productivity and chronic mental and physical illness.
- C. There is no evidence provided in the EIS that the ventilation outlets will be date. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.
- D. EIS social impact study states that "the health and safety of residents should be prioritised around construction areas" - this is merely platitudinous in the light of the choice of Darley Rd the third most dangerous traffic intersection in the Inner West as a construction site.
- E. SMC have made it all but impossible for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. Monday and Wednesday: 10am to 7pm. Tuesday: 10am to 6pm. Thursday and Friday: 10am to 5pm. Saturday and Sunday: 11am to 4pm. This restricted access does NOT constitute open and fair community engagement.
- F. I am deeply disappointed that the EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain. This is a dangerous and reckless attempt to get approval for a project that is yet to be properly designed.
- G. I strongly object to the proposed location of this permanent operational facility on Darley Road. The presence of this site contradicts repeated assurances to the community that the site would be returned after construction was completed. The ongoing presence of this site will limit future uses of the darley Road site which could serve community purposes, particularly given its location directly next to public transport. Its presence removes the ability to provide more accessible, safer and direct pedestrian access to the North Leichhardt Light Rail Station. The plant location, in a neighbourhood setting is not appropriate. It will reduce property values and have an unacceptable impacts on the visual amenity of the area. The streets adjacent to Darley Road are comprised of low-rise residential homes and small businesses and infrastructure such as this should not be permitted in such a location.

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

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

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

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

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

**Attention Director**

Application Number: SSI 7485

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

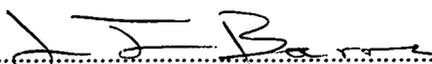
Application Name:

WestConnex M4-M5 Link

Name:

Linda BARRS

Signature:

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

Address:

13, Starling St,

Suburb:

Lilyfield

Postcode

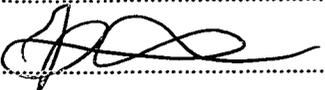
NSW 2040

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

- The EIS should not be approved as it does not contain any certainty for residents as to what is proposed. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' Therefore this entire process is a sham as the extent to which concerns are taken into account is not known as the contractor can simply make further changes. As the contractor is not bound to take into account community impacts outside of the strict requirements and as the contractor will be trying to deliver the project as quickly and cheaply as possible, it is likely that the additional measure proposed with respect to construction noise mitigation for (example) will not be adopted. The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS is riddled with caveats and lacks clear obligations and requirements for project delivery. The additional effect of this is that the community and other stakeholders such as the Council will be unable to undertake compliance activities as the conditions are simply too broad and lack any substantial detail
- The Rozelle Rail Yards are a totally inappropriate area to create a new recreational area because the area will be highly polluted by unfiltered Pollution Stacks and Tunnel Portals. In the EIS it is referred to as an idealized area. "It is envisaged that the quantum of active recreation within the Rozelle Rail Yards would be further developed by others as projects such as The Bays Precinct are developed. The concept plan provides spaces that could include an array of active recreation opportunities and even community facilities such as gardens or a school." The suggestion that this would be a suitable location for a School is just beyond belief and demonstrates that those who have put these plans together are either staggeringly ignorant or totally delusional! At a time when major World cities are doing all they can to address the dire problems of pollution this is an appalling suggestion that is totally out of touch.
- The EIS states that spoil handling at the Pyrmont Bridge Road Tunnel Site (C9) will "occur 24 hours a day, seven days a week" for about four years. Given the land use surrounding the site is dense residential, what mitigation measures will be used to control noise, light spill, etc. outside normal business hours? Have alternative living arrangements and/or compensation been considered? (P 8-55)

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: Katrina Bissell

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: 368 Wilson St

Suburb: Darlington Postcode: 2008

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

- ◇ 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.
- ◇ The EIS misrepresents the structure of the Global Economic Corridor and overstates the relationship of the project to centres within it by claiming the Project serves centres in the north of the GEC that it does not.
- ◇ I note that in the area of Lilyfield Rd and Gordon Street, the work proposed which would include deep excavation that would result in major adverse impacts on archaeological remains, while other surface works would have localised impacts on archaeological remains that may be present. It is suggested that what are called 'management measures' would be carried out including the development of a Historical Archaeological Research Design which would include an "assessment of any detailed design plans to develop a methodology and scope for a program of test excavation to determine the nature, condition and extent of potential archaeological remains." This is completely unacceptable to me. The community will have no right to any input into this plan or access to independent expert advice. This is all part of an 'approve now', 'research later' approach that will lead to poorly planned unnecessary destruction, a loss of potential community history and understanding.
- ◇ The cited 'key customers' that would benefit from the project (long distance, freight, businesses) represent a very small minority of those who are forecast to actually use the project (single occupancy commuter vehicles). The key customers could be served by a far more modest project, given they represent an extremely small proportion of projected traffic on the Project.
- ◇ The EIS (Section 3.2) does not set out the specific transport needs addressed by the project but states additional road capacity is required to meet a projected increase in trips. It does not set out any trips, desire lines, demand corridors or growth that the WestConnex project is addressing. As a result it is not possible to assess the project's ability to meet those needs. Nor is it demonstrated that projections in growth in population and employment correlate to traffic demand increase along the proposed M4-M5 Link.

**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 Katrina 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: Karina Birrell

Signature: [Handwritten Signature]

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

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

Address: 368 Wilson Street

Suburb: Darlington Postcode: 2008

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 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.
- I am deeply disappointed that the EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain. This is a dangerous and reckless attempt to get approval for a project that is yet to be properly designed.
- 371 homes and hundreds of residences near the Darley Rd construction site will be affected by noise sufficient to cause sleep disturbance. The EIS promises negotiation over mitigation on a one by one basis. This is not acceptable to me. On other projects those with less bargaining power or social networks have been left more exposed. There is no certainty in any case that additional measures would be taken or be effective. This is another unacceptable impact of this project and reason why it should be opposed.
- The EIS needs to provide specific detail as to what will be provided by way of alternative accommodation to the 36 residents identified as suffering extreme noise interference. There is no plan to temporarily relocate such residents, not to offer them financial compensation to enable them to move out during the worst period. There is an estimated 10 weeks of extreme noise during demolition of the commercial building and preparatory road works. Once this work is finished the residents will also be forced to endure a truck every 304 minutes for a period of five years. It is clearly not possible for such residents to continue to live in these houses and the EIS needs to detail what will be provided in terms of alternative living arrangements for part, or all of the construction work period.
- Hundreds of risks associated with this project have not been assessed but have instead been deferred to a detailed design stage into which the public will have no input. I call on the Department of Planning to reject this inadequate EIS that has been prepared by AECOM that has multiple commercial interests in WestConnex.
- Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.
- The EIS states that spoil haulage hours will be restricted but ignores the fact that the same was promised for the M4 East but these promises have been ignored repeatedly.

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

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

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

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

- SMC have made it all but impossible for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. Monday and Wednesday: 10am to 7pm. Tuesday: 10am to 6pm. Thursday and Friday: 10am to 5pm. Saturday and Sunday: 11am to 4pm. This restricted access does NOT constitute open and fair community engagement.
- Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware and Enmore Roads and through the streets of Erskineville and Alexandria.
- The EIS at 12-57 describes potentially serious problems where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs. Why is SMC proposing tunnelling within metres of these critical services when no accurate surveying has been done? And when there is only limited information available about the strength of these water tunnels? The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects?
- There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.
- I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
- EIS 6.1 (Synthesis, Page 45) describes the Process for addressing project uncertainties. "The EIS is based on the concept design developed for the project. As such, it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in Chapter 1, construction contractors (for each stage of the project) would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval". The EIS should not be approved till the bulk of these 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment.
- I object to the publication of this EIS only 14 days after the final date for submission of comments on the concept design. At the time this EIS was approved for publication, there had been no public response to the public submissions on the design. It was not possible that the community's feedback was considered let alone assessed before the EIS model was finalised. The rushed process exposes the fundamental lack of integrity in the feedback process and treats the community with contempt.
- Stage 3 is the most complex and expensive stage of WestConnex, yet there are no detailed construction plans. It is not enough to say there will be mitigation if negative impacts unfold. An EIS should assess risks and be able to predict whether they are worth risking and if so, what mitigation should be necessary.
- The assessment and solution to potentially serious problems described in the EIS at 12-57 (where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs) is "based on assumptions about the strength and stiffness of the water tunnels given that limited information about the design and condition of these assets was available. Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water assets. A detailed assessment would be carried out in consultation with Sydney Water to demonstrate that construction of the M4-M5 Link tunnels would have negligible adverse settlement or vibration impacts on these tunnels. A settlement monitoring program would also be implemented during construction to validate or reassess the predictions should it be required." The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.

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

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

Already received

|   |  |
|---|--|
| Submission to:<br>Planning Services<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW 2001 | Name: <i>Angelle Granich</i><br>Signature: <i>[Handwritten 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.<br><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: <i>41 Morwison Rd</i><br>Suburb: <i>Gladesville</i> Postcode: <i>2111</i>   |

I am registering my strong objections to Stage 3 of Westconnex and the application should be refused

The EIS has so many uncertainties of what is being proposed that it should not even be accepted as an EIS. It is no more than a concept design. The Rozelle underground Interchange is little more than a design concept. It shows that there will be three levels of tunnels crossing under densely settled urban streets. When questioned at SMC sessions designers told residents that there was not yet any engineering solution to this proposal and as yet no constructional plans or details. It is totally unacceptable to approve such a concept with so little detail.

AECOM is the company responsible for this EIS. It has a known record of wrongly predicting traffic. As has been the case in the past with this company there are already reports that the traffic for all stages of WestConnex have been overestimated and the costs underestimated. This means that the whole case for the project is flawed. Insufficient attention in the EIS has been paid to the social and economic impacts of tolls and the preparedness of the community to pay them.

The original objective of Westconnex was the connecting of Port Botany to Western Sydney and for a freight improvement access to the Airport and Port Botany. Stages 1, 2 and 3 do not fulfil this objective and this is not addressed in the EIS.

I am also very concerned that AECOM, a company that had been sued for misleading traffic projections, was selected to prepare the EIS traffic report, especially since the air quality and noise studies depend on the accuracy of the traffic report.

The WRTM model used for the traffic report has been found by independent research to be flawed. Worse still it is not publicly available, which makes it impossible for its assumptions to be tested. Inner West roads that will be impacted by traffic flows either from or avoiding the portals are excluded from the traffic modelling.

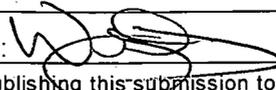
The time saving claimed as benefits in the EIS for earlier stages of Westconnex are no longer claimed in this EIS. In the EIS for earlier stages it was claimed that Westconnex would save motorists 40 mins time saving from Parramatta to the Airport. Now in this EIS for Stage 3 this has been radically downgraded to, "Between Parramatta and Sydney Airport, average peak period travel times are forecast to reduce by about 10 minutes." An investigation into the claims made in the earlier EIS, which will now not eventuate, should be undertaken.

The questionable traffic analysis shows that even if this tollway and all other proposed tollways are completed, the City West Link, Johnston St, the Crescent, Catherine St, Ross St, the St Peters Interchange and Frederick Street in Ashfield will all be considerably more congested in 2033 if the project goes ahead than without it.

The proposed Darley Road dive-site is opposed by the Inner West Council. Council traffic planners and the independent engineers engaged by the Council have stated that Darley Rd is entirely unsuitable for numerous reasons not least of which is the plan to run 170 heavy and light vehicle movements a day in a known accident black spot area. There are no details in the EIS as to how this will be managed.

Serious questions have been raised and continue to be raised concerning the land dealings involving the Darley Road site. These questions must be thoroughly investigated before NSW Planning proceeds in approving this construction site. If approved without investigation this will cost tax payers \$15 million in compensation.

The EIS Air quality analysis shows that PM10 levels near the Sydney Fish Market and in the surrounding area will increase when Westconnex is opened in 2023. PM10 is a carcinogen; World Health Organisation studies have found it linked to increases in lung cancer rates. It is completely unacceptable for a road project to be approved that increases PM 10 concentration in areas that are residential or are beside people's workplaces.

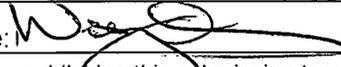
|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>PO Box 39, Sydney, NSW, 2001   | Name: <i>Candy Young</i>  |
|   | Address: <i>3/232 C Clebe Pt Rd</i>   |
| Application Number: SSI 7485  | Suburb: <i>Clebe</i> Postcode <i>2037</i>   |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration : 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:

- Heavy vehicle movements during peak hours – Leichhardt.** The EIS states that 'reasonable and practical management strategies would be investigated to minimize the volume of heavy vehicle movements during peak hours.' (8-53). This is also not acceptable as it is not known what will actually be done to manage this impact. It is not good enough for the EIS, which forms the basis of the approval of this project, to simply mention 'investigations' and not detail a proper plan (on which residents can comment) on management of heavy vehicle movements during peak hours. In addition, Darley Road is very congested from 7am until 9.30am and then from 4pm-6.30pm, well outside the 'peak' periods identified in the EIS. And the impact on traffic will be caused by 'light' vehicles and not simply heavy vehicles. It is clear that there is no plan for managing these vehicle movements. The EIS should not be approved as drafted. It is unacceptable for this volume of vehicles to be proposed for this critical arterial road with no plan for management.
- Light construction vehicle routes –** the EIS acknowledges that these vehicles will use 'dispersed' routes (8-62). In other words, construction vehicles will use and park on local roads. The EIS does not propose any management as to which roads they use. The addition of 70-100 light vehicle movements day in Leichhardt will result in our small, congested streets, which are already at capacity and suffering parking shortages, will have the added impact of workers travelling to and from the site and parking in local streets. There will be rat running. The EIS should provide an agreed route (using arterial roads only) that can be used by all vehicles associated with the project.
- EIS is Indicative only -** The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. This means the community will have limited say in the management of the impacts identified in the EIS. The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions.
- Intersection of James St and City West Link –** The EIS (8-630 indicates that there will be an increase in traffic volume during construction of nearly 400 vehicles during peak hour. The only strategy to manage this is allowing a right-hand turn into James Street. This intersection is the third most dangerous in the inner west (based on TfNSW's own statistics). There is no analysis of crash statistics at this intersection provided in the EIS. The EIS should not be approved in its current form. It needs to provide certainty to the community that they will be able to reasonable access this part of the road network in a timely and safe manner.

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

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

|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <u>Wendy Young</u>  |
|   | Address: <u>3/232C Glebe Pt Rd</u>  |
| Application Number: SSI 7485  | Suburb: <u>Glebe</u> Postcode <u>2037</u>   |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration : 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.

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: <i>Wandy Young</i>  |
|  | Address: <i>3/232 C Glebe Pt Rd</i>   |
| Application Number: SSI 7485   | Suburb: <i>Glebe</i> Postcode <i>2037</i>   |
| Application Name: WestConnex M4-M5 Link  | Signature:  |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website  |   |
| Declaration : 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. 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.

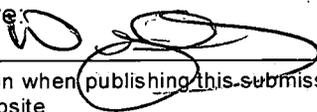
Disruption to road network - Leichhardt

**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.

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: <i>Wendy Young</i>  |
|  | Address: <i>3/232c Glebe Pt Rd</i>  |
| Application Number: SSI 7485   | Suburb: <i>Glebe</i> Postcode <i>2037</i>   |
| Application Name: WestConnex M4-M5 Link  | Signature:  |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website  |   |
| Declaration : 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:

- No need for 'dive' site – Leichhardt.** There is no need for the Darley Road site, other than a time saving (tunneling) of several months. It is unacceptable that the community should be forced to endure 5 years of severe disruption to accommodate the timetable of the private contractors. The EIS should not be approved on the basis that it contains provision for the Darley Road site without any proper justification as for its need.
- Truck routes – Leichhardt:** No trucks should be permitted on Darley Road or local roads in Leichhardt or Lilyfield. The EIS proposes that all trucks will arrive at the Darley Road civil and tunnel site from Haberfield and travel along Darley Road to the site, with a right-hand turn now permitted into James Street. The proposed route will result in a truck every 3-4 minutes for 5 years running directly by the small houses on Darley Road. These homes will not be habitable during the five-year construction period due to the unacceptable noise impacts. The truck noise will be worsened by their need to travel up a steep hill to return to the City West Link, so the noise impacts will affect not just those homes on or immediately adjacent to Darley Road. The proposal to run trucks so close to homes is dangerous and there have been two fatalities on Darley Road at the proposed site location. The EIS does not propose any noise or safety barriers to address this. Despite the unacceptable impact to nearby homes, there is no proposal for noise walls, nor any mitigation to individual homes.
- Alternative access route for trucks – Leichhardt:** The EIS states that there are 'investigations' occurring into alternative access to the Darley Road site. The EIS does not provide any detail on which residents can comment about alternative access which would keep trucks off Darley Road. The plans for alternative access should be expedited. It should be a condition of approval that the alternative access is confirmed and that no spoil trucks are permitted to access Darley Road due to the unacceptable noise, safety and traffic issues that the current proposal creates.
- Vegetation: Leichhardt.** The mature trees on the Darley Road site should be preserved. If any trees are removed during construction it should be a condition of approval that they are replaced with mature trees.
- Permanent substation and water treatment plant – Leichhardt:** I object to the location of this facility in our neighbourhood as out of step with the surroundings. If it is retained, then it should be moved to the north of the site, out of view from homes. The residual land should be returned for community purposes such as parkland.

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Wendy Young</i>                  |
|   | Address: <i>3/232 c Glebe Pt Rd</i>       |
| Application Number: SSI 7485  | Suburb: <i>Glebe</i> Postcode <i>2037</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>Wendy Young</i>             |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration : 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. Acquisition and demolition of Dan Murphys** – I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the tax payer should not be left to foot the compensation bill in these circumstances. It is also wasteful that several million dollars was spent on renovations, for the entire structure to be demolished less than 18 months later.
- 2. Night works – Leichhardt.** The EIS states that to minimize disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. It is unacceptable that a highly unsuitable site has been selected. And, instead of a proper plan to manage traffic, the EIS contemplates work simply occurring at night. This is objected to in the strongest terms.
- 3. Additional facilities.** The EIS states that the contractor may decide upon additional 'construction ancillary facilities' to the 12 identified in the EIS. The EIS should not be approved on the basis that there may be more unidentified sites taken, as residents will have no opportunity to comment on their impacts. The approval condition should limit any construction facilities to those already notified and detailed in the EIS.
- 4. Permanent substation and water treatment plant** - Residents on Darley Rd opposite the site and residents in Hubert St will have a direct line of sight to the Motorway operation infrastructure. The resultant impact is a permanent degradation of the visual environment, is a loss of amenity and is detrimental to the community. This facility should not be permitted in this location and the EIS needs to demonstrate why it is required at this site. If approved, the facility should be moved to the north of the site out of line of sight of residents. The residual land should be returned for community purposes, such as green space, with future commercial uses ruled out. If the community is forced to endure 5 years of severe disruptions due to this toll road, the compensation should, at the very least, result in the land being returned to the community as green space.
- 5. Noise mitigation – Leichhardt.** The noise mitigation proposed in the EIS is unacceptable. No detail of noise walls is provided, giving residents no opportunity to comment on whether final impacts are acceptable. This is despite the fact 36 homes are identified in the EIS as severely affected by construction noise. The acoustic shed proposed is of the lowest grade and does not cover the entire site, resulting in noise impacts from the movement of trucks in and out of the tunnel access point. The highest grade acoustic shed should be provided, with the shed covering the entire site. The additional noise mitigation such as noise walls, need to be set out in detail so that residents can properly comment on the impacts.

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

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

|   |  |
|---|--|
| Submission to : Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: <i>Jane He Taylor</i><br>Signature: <i>J Taylor</i>  |
| Attention: Director – Transport Assessments   | <i>Please include my personal information when publishing this submission to your website. Declaration : I HAVE NOT made any reportable political donations in the last 2 years.</i> |
| Application Number: SSI 7485<br>Application Name: WestConnex M4-M5 Link                                       | Address: <i>3/310 Elswick St Nth</i><br>Suburb: <i>Leichhardt</i> Postcode <i>2000</i>   |

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

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

---

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

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

|   |  |
|---|--|
| Submission to : Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: <i>Janelle Taylor</i><br>Signature: <i>J Taylor</i>  |
| Attention: 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<br>Application Name: WestConnex M4-M5 Link                                       | Address: <i>3/30 Elswick St N<sup>th</sup></i><br>Suburb: <i>Leichhardt</i> Postcode <i>2040</i>   |

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

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

---

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

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

|   |   |
|---|---|
| Submission to : Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: <i>Janelle Taylor</i><br>Signature: <i>J Taylor</i>   |
| Attention: Director – Transport Assessments   | <i>Please include my personal information when publishing this submission to your website. Declaration : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.</i> |
| Application Number: SSI 7485<br>Application Name: WestConnex M4-M5 Link                                       | Address: <i>3/310 Elswick St North</i><br>Suburb: <i>Leichhardt</i> Postcode <i>2040.</i>   |

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

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

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

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

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

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

|  |   |        |                           |
|--|---|--------|---------------------------|
| Name:  | JAMES PETERSON  |        |                           |
| Address:   | 103 Francis St  | Suburb | LEICHHARDT Post Code 2060 |
| Signature:   |  |        |                           |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |   |        |                           |
| Declaration: I have not made any reportable political donations in the last 2 years.   |   |        |                           |

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

#### Construction vehicle safety impacts

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

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

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

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

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

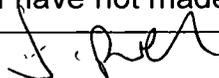
**I object** to the Darley Road civil and tunnel site (C4) at Leichhardt on the above grounds.

#### Noise impacts

**I object** to the EIS because the proponent has failed to take account of the fact that the demolition of 7 Darley Road, Leichhardt will remove a significant noise barrier to traffic noise from the City West Link. This will mean increased traffic noise impacts to the residents of Darley Rd, Francis St, Hubert St and Charles St.

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

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

|  |                   |
|--|-------------------|
| Name: JANET PETERS   |                   |
| Address: 103 Francis St<br>Post Code 2040  | Suburb LEICHHARDT |
| Please include my personal information when publishing this submission to your website<br>Yes/No <input checked="" type="radio"/> Yes <input type="radio"/> No |                   |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                   |
| Signed:   | Date 4 Oct 2017   |

### Darley Road Civil and Tunnel Construction - Traffic

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

generation along Darley Road and the surrounding residential street network.

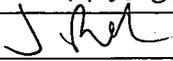
- (a) The applicant has not sufficiently demonstrated assumptions made in their report regarding parking demand and traffic generation.
- (b) The traffic generation assumption for passing or redistributed trips is not validated.
- (c) The design does not adequately address the impacts from vehicle queuing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

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

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

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

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

|  |   |           |            |
|--|---|-----------|------------|
| Name:  | JAMES PETER   |           |            |
| Address:   | 103 Francis St  | Suburb    | LEICHHARDT |
|  |   | Post Code | 2040       |
| Signature:   |  |           |            |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / No |   |           |            |
| Declaration: I have not made any reportable political donations in the last 2 years.   |   |           |            |

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

#### Non-compliance with SEARS

I object to the proposal because it does not comply with the SEARS requirements. The EIS must include, but not necessarily be limited to, a description of the project and **all components and activities** (including ancillary components and activities) required to construct and operate it, including the location and operational requirements of construction ancillary facilities and access.

In so far as it describes the Darley Road civil and tunnel site (C4) at Leichhardt the EIS does not meet this requirement because it does not describe the components and activities that have been described to the community either in meetings with LAW (Leichhardt Against WestConnex) or at the WestConnex Community Reference Group established by Sydney Motorway Corporation.

The EIS has been released before the proponent is able to describe how it actually plans to carry out construction activities at Darley Road, Leichhardt, in particular the plan for staging the arrival of spoil trucks.

The proponent via its agent Sydney Motorway Corporation's employee Peter Jones has advised on several occasions that spoil haulage trucks will be staged from the Sydney Ports land on Glebe Island via James Craig Rd. This is to avoid the situation at Haberfield where trucks circle the Northcote St site as they are not able to queue to enter it creating congestion and noise impacts as they drive slowly into Wattle St and Ramsay St. before making a second run at the Northcote St site from the Parramatta Road entrance.

No details of this staged spoil haulage proposal at Darley Road, Leichhardt are provided other than that 'construction traffic may also access the Darley Road civil and tunnel site (C4) at Leichhardt via the westbound lanes of City West Link'.

Peter Jones from Sydney Motorway Corporation has advised that he is in the process of finalising an agreement with Sydney Ports which will enable him to stage trucks from a location on Glebe Island via James Craig Rd. The EIS should not have been released before this plan was finalised. Peter Jones has advised that he is only required to describe the 'worst case scenario' in the EIS, which is trucks arriving ad hoc via the eastbound lanes of City West Link. The EIS should describe what the proponent actually plans to do as well as the worst case scenario so that the impacts of all options being considered can be assessed and commented on.

It is not clear from the EIS how the alternative plan for the staged arrival of spoil trucks from Sydney Ports will be documented and how stakeholders will have an opportunity to assess its impacts. The EIS does not specifically state that this staged arrival plan will be documented in the CTAMP, the Ancillary Facilities Management Plan or the Preferred Infrastructure Report.

I object to the EIS on the grounds that it does not comply with the SEARS.

#### Construction vehicle safety impacts

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

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

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

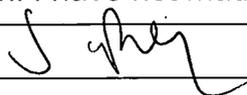
The proponents plan brings pedestrians and school children in particular directly into the path of spoil haulage trucks at an intersection found to be the third most dangerous according to Transport for NSW figures.

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

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

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

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

|  |                   |
|--|-------------------|
| Name: JANET PETERU   |                   |
| Address: 103 Francis St<br>Post Code 2040  | Suburb LEICHHARDT |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |                   |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                   |
| Signed:   | Date 4 Oct 2017   |

• **Traffic and transport - use of local roads by heavy vehicles**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to access constraints and impacts on public transport, pedestrians and cyclists.

In Note 1 to Table 8-43 'Indicative access routes to and from construction ancillary facilities' the proponent states that 'Some use of local roads by heavy vehicles delivering materials and/or equipment may also be required, however this would be minimised as far as practicable.'

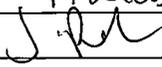
The experience of residents in local streets near other tunnel construction sites such as the streets near the M4 East site at Northcote St Haberfield is that heavy and light vehicles use these local streets and cause a high level of adverse impact. The complaints relate to construction vehicles parking out local residents, idling engines, using local roads after hours and carrying rattling loads that increase the noise impact to residents.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because if it is allowed to proceed then it is inevitable that residents of Charles St, Hubert St and Francis St, which are quiet residential streets, will experience these same very adverse impacts. Once approval is given residents will not be able to enforce a minimal level of use of local roads by light or heavy vehicles associated with the Civil and Tunnel Construction site at Darley Road. It is inevitable that minimal use will become standard use. The contractor who is appointed to the project will be allowed to use local roads and will not be able to stop sub-contractors using local roads.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which would avoid or minimise the use of local streets and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

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

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

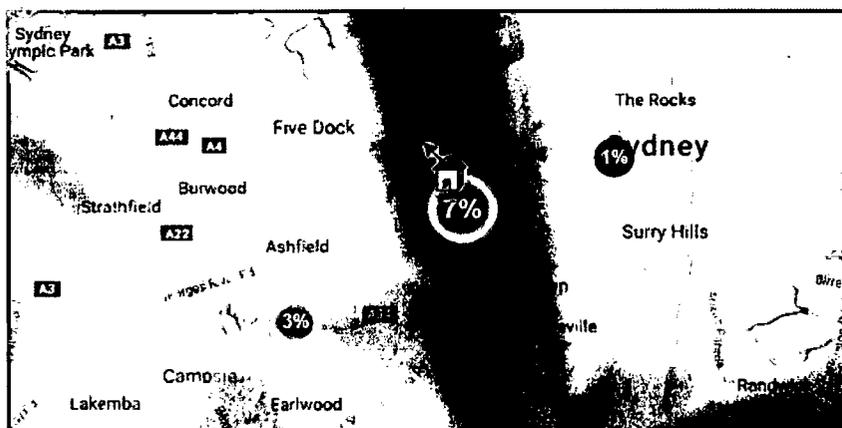
|  |   |            |                       |
|--|---|------------|-----------------------|
| Name:  | JANET PETERS  |            |                       |
| Address:   | 107 Francis St  | LEICHHARDT | Suburb 2040 Post Code |
| Signature:   |  |            |                       |
| Please include my personal information when publishing this submission to your website (Yes/ No) |   |            |                       |
| Declaration: I have not made any reportable political donations in the last 2 years.             |   |            |                       |

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

#### Cumulative impacts of aircraft emissions and spoil truck emissions

- I object to the EIS because the proponent has failed to take account of the cumulative impact of emissions from spoil truck vehicles from it proposed Darley Road, Leichhardt civil and tunnel site operations and emissions from aircraft to which residents near the site are already exposed.

The attached extract from Webtrak shows that Darley Road, Leichhardt and adjacent streets are directly under the flight path.



Airplane exhaust, like car exhaust, contains a variety of air pollutants, including sulfur dioxide and nitrogen oxides. Many of these particles of pollution are tiny, about a hundred millionths of an inch wide, or smaller than the width of a human hair. So-called particulate matter that's especially small is the main culprit in human health effects, especially since the particulates can become wedged deep in the lung and possibly enter the bloodstream, scientists say.

Exposure to loud noise from living under a flight path over a long period of time may increase the risk of developing high blood pressure or having a stroke, a 2013 study by researchers at the University of Athens suggests.

Researchers examined data from 420 people living near busy Athens International Airport in Greece and found living with high noise levels from aircraft, especially at night, was associated with high blood pressure.

Every additional 10 decibels of night-time aircraft noise appeared to result in a 69 per cent increased risk of high blood pressure, also known as hypertension.

The researchers at the University of Athens found that around half the participants (just under 45 per cent) were exposed to more than 55 decibels of daytime aircraft noise, while around one in four (just over 27 per cent) were exposed to more than 45 decibels of night-time aircraft noise.

Only around one in 10 (11 per cent) were exposed to significant road traffic noise of more than 55 decibels.

Between 2004-6 and 2013, 71 people were newly diagnosed with high blood pressure and 44 were diagnosed with heart flutter (cardiac arrhythmia), while a further 18 had a heart attack, the researchers found.

I object to the plan for a construction site on Darley Rd because in addition to the existing aircraft emissions and noise experienced by people living near the site, this will mean an additional cumulative impact of spoil truck diesel exhaust emissions and noise every 4 minutes in peak hour based on number of truck movements per hour and in excess of every 4 minutes per hour in non peak permitted construction hours. This will give rise to increased health risks from noise and air pollution which research suggest will cause increased blood pressure and risk of stroke.

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

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

|  |                   |
|--|-------------------|
| Name: JAMES PETER  |                   |
| Address: 103 Francis St<br>Post Code 2046  | Suburb LEICHHARDT |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |                   |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                   |
| Signed: J. Peter   | Date 4 Oct 2017   |

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

- **Traffic and transport - spoil haulage routes**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to route identification and scheduling of transport movements, particularly outside standard construction hours.

The proponent has only provided indicative spoil haulage routes in relation to the proposed Civil and Tunnel Construction site at Darley Road Leichhardt. In 8.3.1 of the EIS the proponent states that 'Spoil haulage routes would be confirmed during detailed design.'

The proponent has not provided an assessment of each of the possible spoil haulage route options even though both SMC and RMS have discussed these with stakeholders prior to release of the EIS.

Spoil haulage has a high environmental impact and the failure to describe the impacts of each of the possible spoil haulage options is a serious defect in the EIS.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which will allow spoil haulage directly onto the City West Link and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

- **Traffic and transport - spoil haulage routes**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to route identification and scheduling of transport movements, particularly outside standard construction hours.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to assess the impacts of all the spoil haulage routes to and from the site that SMC is considering. These include the option of staging trucks from Sydney

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

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

|  |                |            |                       |
|--|----------------|------------|-----------------------|
| Name:  | JAMES PETERM   |            |                       |
| Address:   | 107 Francis St | LEICHHARDT | Suburb 2040 Post Code |
| Signature:   | J. Peterm      |            |                       |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / No |                |            |                       |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                |            |                       |

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

#### Truck routes

- I object to the EIS because it suggests that no local roads would be used by heavy vehicles during works yet at the same time acknowledges that spoil trucks may use local roads in exceptional circumstances which include when there is queuing to get into the site. Darley Rd is highly congested with traffic queues forming during much of the day which will lead to queues to enter the site. Queuing will not therefore be an exceptional circumstance and the result will be that spoil trucks are able to use local roads without being in breach, which will be often. This is unacceptable to residents of Francis, Hubert, William and Charles St and I object to the EIS on this basis. As queuing cannot be avoided on Darley Rd this clearly shows why this location is inappropriate. The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents' lives be put at risk because the project must be delivered as soon as possible?
- I object to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site, which SMC have on many occasions told the community they are contemplating as alternatives.

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

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

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

I object to the proposal for vehicles associated with spoil haulage to travel eastbound on City West Link and turn right into Darley Rd. This proposal is dangerous and the impacts and risks are too great. Darley Rd is acknowledged by RMS to be a sub-standard road in terms of its construction. The intersection from the city west link is a steep blind turn even for traffic coming across from James St. This is followed by immediate left hand turns into both Francis St and Hubert St. A number of properties on Darley Rd would be at risk of destruction from spoil haulage trucks in the event of a truck having to brake suddenly to avoid stationary vehicles.

The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents lives be put at risk because the project must be delivered as soon as possible?

- I object to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site and instead allows for the final plan to be detailed in the CTAMP, Preferred Infrastructure Report or Ancillary Facilities Management Plan.

Peter Jones of SMC has on many occasions made representations to the community that his plan is to stage trucks from the port and eventually when possible to have them arrive and depart from the site underground when a tunnel is established between Leichhardt and the M4 East. He has also said that loading of spoil would take place underground at this time. He has recently told us of his plan to load trucks from a ramp off the city west link by means of a hopper conveyor which would pass over the Light rail station delivering spoil into silos below which trucks would pull up to receive their load. The laden trucks would then travel west bound along the city west link. None of this plan is detailed in the EIS.

I object to the fact that I am denied the opportunity to assess the impacts of all options. I object to the fact that I will have no right or opportunity to have input into the CTAMP, PIR or AFMP on matters which will have a devastating impact to me and to residents near 7 Darley Rd.

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

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

|   |
|---|
| Name: <i>JANET PEREM</i>  |
| Address: <i>103 Francis St</i> Suburb <i>LEICHHARDT</i> Post Code <i>2040</i>   |
| Signature: <i>JPM</i>   |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes/ No |
| Declaration: I have not made any reportable political donations in the last 2 years.  |

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

#### Noise impacts

- I object** to the EIS because the proponent incorrectly asserts construction traffic is unlikely to result in a noticeable increase in LAeq noise levels at receivers along the proposed construction traffic routes (Darley Road, Leichhardt and City West Link). This does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site. The impact of these will be substantial.

Commercial trucks are very loud; a standard diesel engine produces approximately 100 decibels (dB) of noise.

Engine braking noise can be disturbing both because it is loud and also as it has a distinctive characteristic modulation. Engine braking noise is caused by pulses of gases being emitted from the truck exhaust system, giving a 'machine gun' sound.

**I object** to the Darley Rd site because of the level of noise that the trucks will cause.

#### Truck routes

- I object** to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site and instead allows for the final plan to be detailed in the CTAMP, Preferred Infrastructure Report or Ancillary Facilities Management Plan. Peter Jones of SMC has on many occasions made representations to the community that his plan is to stage trucks from the port and eventually when possible to have them arrive and depart from the site underground when a tunnel is established between Leichhardt and the M4 East. He has also said that loading of spoil would take place underground at this time. He has recently told us of his plan to load trucks from a ramp off the city west link by means of a hopper conveyor which would pass over the Light rail station delivering spoil into silos below which trucks would pull up to receive their load. The laden trucks would then travel west bound along the city west link. None of this plan is detailed in the EIS. **I object** to the fact that I am denied the opportunity to assess the impacts of all options. **I object** to the fact that I will have no right or opportunity to have input into the CTAMP, PIR or AFMP on matters which will have a devastating impact to me and to residents near 7 Darley Rd.

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

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

|  |   |        |                           |
|--|---|--------|---------------------------|
| Name:  | JANET PETERS  |        |                           |
| Address:   | 103 Francis St  | Suburb | LEICHHARDT Post Code 2040 |
| Signature:   |  |        |                           |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |   |        |                           |
| Declaration: I have not made any reportable political donations in the last 2 years.   |   |        |                           |

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

#### Non-compliance with SEARS

- I **object** to the proposal because it does not comply with the SEARS requirements. The EIS must include, but not necessarily be limited to, a description of the project and **all components and activities** (including ancillary components and activities) required to construct and operate it, including the location and operational requirements of construction ancillary facilities and access.

The EIS has been released before the proponent is able to describe how it actually plans to carry out construction activities at Darley Road, Leichhardt, in particular the plan for staging the arrival of spoil trucks.

#### Hours of operation

- I **object** to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

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

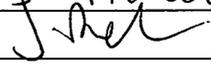
'Spoil handling associated with tunnelling supported by the Darley Road civil and tunnel site would occur 24 hours a day, seven days a week. Spoil would be handled below ground wherever practicable to reduce the potential for amenity impacts in adjacent areas. Spoil handling at the surface outside standard day time construction hours would occur within an acoustic shed to manage potential amenity impacts. Spoil removal from this site would only occur within standard construction hours, between 7.00 am and 6.00 pm Monday to Friday, and between 8.00 am and 1.00 pm on Saturdays.'

The EIS allows for the possibility of spoil handling above ground 24 hours 7 days a week. The EIS fails to assess or explain the impacts of this on the residents in nearby streets. These impacts could include construction noise, light and heavy vehicles (other than spoil trucks), workers arriving for shifts and leaving after shifts. It is not clear to what extent the acoustic shed will contain noise. The Jim Holt report stated that the acoustic shed would not operate effectively due to its location on the site. It is not clear whether the proponent will mandate the contractor to employ the highest level of acoustic protection rather than what is feasible.

I **object** to the EIS and the Darley Rd construction site. The proponent should be directed to abandon its plan for a dive site as it is clear impacts are too great for the community. At the very least the site should be restricted to standard construction hours for all operations above ground and there should be no shifts commencing or ending outside of standard construction hours. The proponent should be directed to find a site where its operations will not impact on residents outside of standard construction hours.

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

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

|   |   |                   |                |
|---|---|-------------------|----------------|
| Name:   | JANET PETERS  |                   |                |
| Address:  | 107 Francis St  | Suburb LEICHHARDT | Post Code 2040 |
| Signature:  |  |                   |                |
| Please include my personal information when publishing this submission to your website <input checked="" type="checkbox"/> Yes / No |   |                   |                |
| Declaration: I have not made any reportable political donations in the last 2 years.  |   |                   |                |

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

#### Hours of operation

- I **object** to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

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

'Reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site. Local residents, businesses and the NSW EPA would be kept informed about works outside standard day time construction hours at the site.

The EIS allows for the possibility of spoil handling above ground 24 hours 7 days a week. The EIS fails to assess or explain the impacts of this on the residents in nearby streets. These impacts could include construction noise, light and heavy vehicles (other than spoil trucks), workers arriving for shifts and leaving after shifts. It is not clear to what extent the acoustic shed will contain noise. The Jim Holt report stated that the acoustic shed would not operate effectively due to its location on the site. It is not clear whether the proponent will mandate the contractor to employ the highest level of acoustic protection rather than what is feasible.

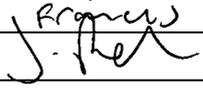
#### Noise impacts

- The resident's of Darley Rd, Francis, Hubert and Charles St have little acoustic protection against the noise of truck engines, exhaust and brakes and none is contemplated in the EIS.

I **object** to the Darley Road civil and tunnel site (C4) at Leichhardt because the truck noise impacts for residents will be too great for the extended period of construction involved and the Darley Road civil and tunnel site (C4) at Leichhardt should be rejected on this basis.

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

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

|  |
|--|
| Name: JAMET PETERM   |
| Address: 103 RINGWOOD ST Suburb LEICHHARDT Post Code 2040  |
| Signature:    |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / <input type="radio"/> No |
| Declaration: I have not made any reportable political donations in the last 2 years.   |

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

#### Hours of operation

I **object** to the EIS because the proponent/contractor would only have to keep local residents, businesses and the NSW EPA informed about works outside standard day time construction hours at the site. Local residents, businesses and the NSW EPA would have no right to limit works outside standard day time construction hours at the site. As we have seen with other stages of WestConnex this leads to devastating impacts for residents who must endure significant periods of exposure to out of hours works which involve noise, lights and disturbance.

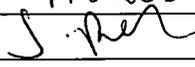
#### Non-compliance with SEARS

I **object** to the proposal because it does not comply with the SEARS requirements. The EIS must include, but not necessarily be limited to, a description of the project and **all components and activities** (including ancillary components and activities) required to construct and operate it, including the location and operational requirements of construction ancillary facilities and access.

In so far as it describes the Darley Road civil and tunnel site (C4) at Leichhardt the EIS does not meet this requirement because it does not describe the components and activities that have been described to the community either in meetings with LAW (Leichhardt Against WestConnex) or at the WestConnex Community Reference Group established by Sydney Motorway Corporation.

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

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

|  |   |            |                       |
|--|---|------------|-----------------------|
| Name:  | JANET PETERSON  |            |                       |
| Address:   | 103 Francis St  | LEICHHARDT | Suburb 2060 Post Code |
| Signature:   |  |            |                       |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |   |            |                       |
| Declaration: I have not made any reportable political donations in the last 2 years.   |   |            |                       |

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

#### Noise impacts

- The proponent has identified that the most affected receivers are residential receivers which adjoin the Darley Road civil and tunnel site (C4) at Leichhardt on Darley Road between Norton Street and Falls Street. The most noise affected receivers are located between Charles Street and Norton Street due to their proximity to the construction site.

The proponent has identified that the worst case construction scenario will occur during

- Road adjustments works
- spoil handling works within the acoustic shed during all works periods

Highest construction noise impacts:

- Use of a rock breaker during the daytime period as part of the demolition works and
- Use of a road profiler during the night-time period as part of the road adjustment works

I object to the EIS because the proponent provides that spoil handling works within the acoustic shed will take place for the duration of the construction phase which could be up to two to three years' duration, yet there is no clear plan for measures that will be taken to minimise noise impacts.

- I object to the Darley Road civil and tunnel site (C4) at Leichhardt on the basis that there is no clear plan in the EIS for measures that will provide the maximum possible level of mitigation from noise impacts. I also object because there is no clear plan for remedies available to residents who are impacted.
- I object to the EIS because the proponent's assessment of who are Highly Noise Affected receivers in the area adjacent to the Darley Road civil and tunnel site (C4) at Leichhardt is incorrect and wrongly minimises the actual number of Highly Noise Affected receivers.
- Many residents in Charles St and Hubert St were highly affected by noise from works conducted during the renovation of 7 Darley Rd in 2016. In Hubert St, residents at least as far as No.31 and No 32 Hubert St were affected. The affected properties are not correctly reflected in the EIS.

I object to the EIS because it underestimates the number of residents that will be highly affected by noise. It does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site.

- I object to the EIS because the proponent incorrectly asserts construction traffic is unlikely to result in a noticeable increase in LAeq noise levels at receivers along the proposed construction traffic routes (Darley Road, Leichhardt and City West Link). This does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site. The impact of these will be substantial.

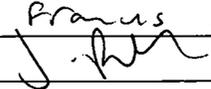
Commercial trucks are very loud; a standard diesel engine produces approximately 100 decibels (dB) of noise.

Engine braking noise can be disturbing both because it is loud and also as it has a distinctive characteristic modulation. Engine braking noise is caused by pulses of gases being emitted from the truck exhaust system, giving a 'machine gun' sound.

I object to the Darley Rd site because of the level of noise that the trucks will cause.

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

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

|   |   |            |                       |
|---|---|------------|-----------------------|
| Name:   | JANET PETER   |            |                       |
| Address:  | 103 Francis St  | Leichhardt | Suburb 2040 Post Code |
| Signature:  |  |            |                       |
| Please include my personal information when publishing this submission to your website <input checked="" type="checkbox"/> Yes / No |   |            |                       |
| Declaration: I have not made any reportable political donations in the last 2 years.  |   |            |                       |

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

#### Noise impacts

I object to the the Darley Road civil and tunnel site (C4) at Leichhardt because engine noise from the trucks approaching the intersection up the grade would be a constant source of annoyance to residents of Darley Road down to its intersection with Charles Street.

The independent engineer engaged by the Inner West Council Jim Holt also came to this conclusion in his report to the Council. SMC have not recognised this impact in the EIS. They sent a response to the Council as follows:

**'Response:** Noise from construction traffic using the public road network is assessed under the Roads and Maritime Noise Criteria Guideline (NCG), which documents Roads and Maritime's approach to implementing the Road Noise Policy (RNP). Under the NCG, an initial screening test is carried out to determine whether noise levels would increase by more than two decibels (dBA). This represents an increase in the number of vehicles of approximately 60 per cent due to construction traffic or a temporary reroute due to a road closure. Where increases are 2dBA or less, then further assessment is required as noise level changes would most likely not be perceptible to most people. Where noise levels increase by more than 2dBA (i.e. 2.1 dBA or greater) further assessment is required using criteria presented in the NCG.

Darley Road is currently being used by heavy vehicles and light commercial vehicles (construction, delivery etc) that contribute to background noises. The predicted traffic noise increase (dBA) at the Darley Road site is around 0.5dBA.'

You do not need to be an acoustic engineer to know that truck and dogs are very noisy and that local residents will be impacted greatly, especially those close to where trucks will be accelerating and decelerating. Darley Road, Leichhardt is not currently experiencing 14 truck and dog movements an hour during peak time stated in the EIS and an unknown (but presumably greater) number of truck movements within off peak construction hours. This is a truck movement every 3-4 minutes during peak. Assuming that they will increase truck movements during off peak residents can expect a truck every 2-3 minutes. We do not need a screening test or assessment to tell us that residents will be subjected to extreme levels of truck noise.

SMC's response does not acknowledge this and does not refute Jim Holt's conclusion that residents will be impacted. SMC's response like the proponent's EIS fails to acknowledge the true impact of the Darley Road civil and tunnel site (C4) at Leichhardt.

The resident's of Darley Rd, Francis, Hubert and Charles St have little acoustic protection against the noise of truck engines, exhaust and brakes and non is contemplated in the EIS.

I object to the Darley Road civil and tunnel site (C4) at Leichhardt because the truck noise impacts for residents will be too great for the extended period of construction involved and the Darley Road civil and tunnel site (C4) at Leichhardt should be rejected on this basis.

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

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

|  |                   |
|--|-------------------|
| Name: JANET PETERM   |                   |
| Address: 103 Francis St<br>Post Code 2040  | Suburb LEICHHARDT |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / <input type="radio"/> No |                   |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                   |
| Signed:   | Date 4 Oct 2017   |

• **Traffic and transport - construction worker parking**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because it is inevitable that workers will end up parking in streets near to the site and this will impact on residents in a number of ways.

- Residents will be competing for parking with both workers and commuters who already park in the streets near the light rail. Most houses in the streets near the site do not have off-street parking so residents are already pressed for parking spaces. During the renovation of the Darley Rd site for the Dan Murphys in 2016 workers parked in local roads like Charles St, Hubert St, Darley Rd and Francis St even when there was parking on site. This was of great inconvenience to residents especially those with young children and the aged. Residents had to complain to Woolworths and to the contractor Flexem on numerous occasions.
- Residents will be disturbed by workers arriving for or leaving from shifts at anti-social hours. Residents who work shifts and need to rest during the day will be disturbed by the additional noise of vehicles coming and going. During the renovation of the Darley Rd site for the Dan Murphys in 2016 there were instances of workers parking with engines idling first thing in the morning disturbing residents.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because there is no plan for worker parking and as a result the residents of Charles St, Hubert St, Darley Rd and Francis St will not be able to park on their streets and will be adversely impacted by worker parking.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which provide adequate worker parking and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

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

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

|   |                         |                                  |
|---|-------------------------|----------------------------------|
| Name:   | JANET PETERS            |                                  |
| Address:  | 102 Francis St          | Suburb LEICHHARDT Post Code 2040 |
| Signature:  | [Handwritten Signature] |                                  |
| Please include my personal information when publishing this submission to your website <input checked="" type="checkbox"/> Yes / No |                         |                                  |
| Declaration: I have not made any reportable political donations in the last 2 years.  |                         |                                  |

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

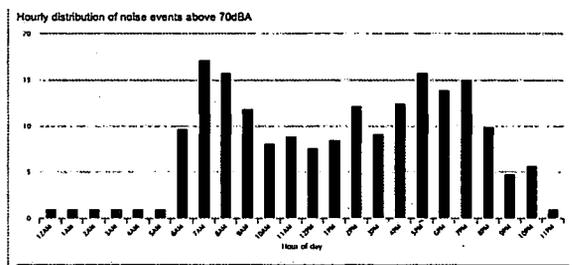
**Cumulative impacts of aircraft noise and construction noise**

- I object** to the EIS because the proponent has failed to take account of the cumulative impact of its proposed Darley Road, Leichhardt civil and tunnel site operations and the aircraft noise which the residents near the site already endure.

The attached extract from Webtrak shows that Darley Road, Leichhardt and adjacent streets are directly under the flight path.



Airservices Australia reports that in April to June 2017 the number of average daily noise events over 70 dBA. In Leichhardt this is an average of 16- 17 per hour over the peak morning period and 16 per hour in the early evening peak period.



**I object** to the plan for a construction site on Darley Rd because this will mean an additional cumulative impact of spoil truck diesel engine, exhaust and potentially air brake noise every 4 minutes in peak hour based on number of truck movements per hour and in excess of every 4 minutes per hour in non peak permitted construction hours.

|  |   |
|--|---|
| <b>Submission to : Planning Services,<br/>Department of Planning and Environment<br/>GPO Box 39, Sydney, NSW, 2001</b> | <b>Name:</b> Lee Carpenter<br><b>Signature:</b>   |
| <b>Attention: Director – Transport Assessments</b>   | <i>Please include my personal information when publishing this submission to your website<br/>Declaration: I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.</i> |
| <b>Application Number: SSI 7485<br/>Application Name: WestConnex M4-M5 Link</b>  | <b>Address:</b> 12 Chapman St<br>Sumner Hill <b>Postcode</b> 2130   |

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

1. The EIS states "Direct and indirect traffic disruptions are likely to be experienced on local and arterial roads in most suburbs that are in close proximity to construction sites. This would include the suburbs of Ashfield, Haberfield, St Peters, Camperdown, Annandale, Lilyfield, Leichhardt, and Rozelle." Despite this finding, the study then pushes these negative impacts aside as inevitable. There is never any evaluation of whether in the light of the negative impacts an alternative public infrastructure project might be preferable
2. Daytime noise at 177 properties across the project is predicted to be so bad during the years of construction that extra noise treatments will be required. There is however a caveat - the properties will change if the design changes. My understanding is that the design could change without the public being specifically notified or given the chance for feedback. This means that there is a possibility of hundreds of residents being severely impacted who are not even identified in this EIS. I find this completely unacceptable.
3. I object to the publication of this EIS only 14 days after the final date for submission of comments on the concept design. At the time this EIS was approved for publication, there had been no public response to the public submissions on the design. It was not possible that the community's feedback was considered let alone assessed before the EIS model was finalised. The rushed process exposes the fundamental lack of integrity in the feedback process and treats the community with contempt.
4. 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.
5. No road junction as large and complex as the extraordinary spaghetti junction proposed to go underground has been built anywhere in the world. The feasibility is not tested. There are no international or national standards for such a construction.
6. Rozelle is an old and historic suburbs of Sydney. The damage that this project would do in destruction of homes, other buildings and vegetation is unacceptable, especially when the project would leave a legacy of traffic congestion in the area.
7. Streets in Haberfield would be subject to heavy vehicle traffic for a further four years, making at least 7 years of heavy impacts on a single suburb. The answer is not a "community strategy". Residents who believed that their pain would be over after the M4 east are now being asked to sustain a further four years of impacts. No compensation or serious mitigation is suggested.

|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <u>Marla Morrow</u>   |
| Application Number: SSI 7485  | Address: <u>112 Maddox St.</u><br>Suburb: <u>Alexandria</u> Postcode <u>2015</u>              |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website<br>Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |   |

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

1. The community has never been consulted or asked about the decision to build a three-stage tollway instead of expanding public transport and WestConnex has never been subjected to democratic decision-making and in fact has been opposed by a huge majority of submissions received in response to the Environmental Impact Statements for the first two stages.
2. I object to the issue of this EIS only 14 days after submission of comments on the concept design closed. Thousands of comments were submitted on the design and how could these have been considered for the EIS in the available. This raises questions about the integrity of the entire EIS process.
3. The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1000s more per day onto the roads to the Airport which are already at capacity.
4. The business case for the project in all three stages has failed to taken into account the external costs of these massive road projects in air pollution for human and environmental health, in adding fossil fuel emissions to increase global warming effects, and in the economic and social costs of the disruption to human activities, of displacement of people and businesses and of the destruction of community cohesion and amenity. These external costs far outweigh any benefits from building roads which poorly serve people's transport needs but instead enrich private corporations.
5. The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters Interchange will have a heavy disruptive impact on the local transport routes, whether by vehicle, bus, or active transport (walking and cycling).
6. Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware and Enmore Roads and though the streets of Erskineville and Alexandria.
7. The increasing numbers of vehicles will also increase the vehicle pollution (known to have adverse effects on breathing and also to be carcinogenic) in this area.
8. The additional unfiltered exhaust stack on the north-west corner of the interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south-western and north-western corners of the interchange. This is utterly unacceptable.
9. The impact of the deep tunnelling for the M4-M5 link - in addition to the tunnelling for the new Sydney Metro in the same area - in the Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings above, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because either contractor will no doubt blame the other.

The people living in this region neither asked for nor want the whole WestConnex project which will not serve the needs of this population but who will nonetheless have to live and work with the impact of multiple years of construction, heavy vehicle traffic, noise and pollution, and local disruption and probable damage to their houses or business premises with compensation only a dim prospect.

I call on the Minister for Planning to reject this project and demand that the government re-think the transport planning for the whole metropolitan area.

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

Name: \_\_\_\_\_; Email: \_\_\_\_\_; Mobile: \_\_\_\_\_

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

Attention Director — Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

Name: Elizabeth Biru

Signature: *Elizabeth Biru*

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: 12/182-184 Salisbury  
rd

Suburb: Cammerdale Postcode: 2050

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

### 1. REASONS FOR WESTCONNEX

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

### 2. TRAVEL TIME SAVED?

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

### 3. SUBSIDENCE AND HOUSE DAMAGE

The EIS states that property damage due to ground movement "may occur", further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement and subsidence is lessened** where tunnelling is more than **35 metres underground**. (Vol 2B Appendix E p 1) The planned **Inner West Interchange** at Leichhardt, Lilyfield and Annandale proposes tunnels which are astonishingly shallow eg **John St at 22m, Hill St at 28m, Moore St 27m (Vol 2B Appendix E Part 2), Catherine St at 28m (Vol 2B Appendix E Part 1)**. At these shallow depths, the homes above would indisputably sustain serious structural damage and cracking. Without provision for full compensation for damage there would be **no incentive** for contractors or Roads and Maritime Services to minimise this damage.

### 4. DEPTHS OF TUNNELS AND INCOMPLETE EIS DIAGRAMS

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

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

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

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

Recent experience tells us that residents in the ongoing construction of Stages 1 and 2 have suffered extensive damage to their homes caused by vibration, tunnelling activities, and changed soil moisture content costing thousands of dollars to rectify, with their claims still not settled. Insurance policies will not cover this type of damage. The onus has been on residents to prove that damage to their homes was caused by Westconnex. Furthermore, the EIS actually concedes there will be moisture drawdown caused by tunnelling. There is nothing addressing these major concerns in the EIS. This is what residents living in the path of WestConnex are facing and it is totally unacceptable. **In view of the above no tunnelling less than 35m in depth from the surface to the crown of a tunnel (ie the top) under residences should be undertaken. And of course no tunnelling should be undertaken under sensitive sites.**

## 5. HEALTH DANGERS

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

## 6. AIR AND NOISE POLLUTION

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

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

## 7. TRUCK MOVEMENTS

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

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

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

## 8. LOSS OF PARKS AND OPEN SPACE

**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, IJTS and the CBD.

## 9. PROPOSED PARK

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

## 10. RESIDENT CONSULTATION

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

## 11. CHANGE OF PLANS?

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

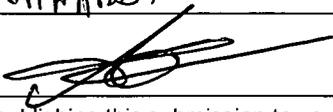
|  |  |
|--|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>Application Number: SSI 7485<br>GPO Box 39, Sydney, NSW, 2001 | From: <i>410-JW GUM H GUM</i><br>Name:   |
| Application Name: Westconnex M4-M5 Link  | Address: <i>37 Harris R</i><br>Suburb: <i>Rosbury</i> Postcode <i>2018</i>   |
| Declaration : I <b>have not</b> made any reportable political donations in the last 2 years.   | Please <b>include / delete (cross out or circle)</b> my personal information when publishing this submission to your website |

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

1. The process that has led to this EIS has been undemocratic and obscure, driven by decisions made behind closed doors. I have serious concerns that such a complex project with hundreds of risks could be treated by NSW politicians as if approval was a foregone conclusion.
2. There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.
3. The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city.
4. I object to the publication of this EIS only 14 days after the final date for submission of comments on the concept design. At the time this EIS was approved for publication, there had been no public response to the public submissions on the design. It was not possible that the community's feedback was considered let alone assessed before the EIS model was finalised. The rushed process exposes the fundamental lack of integrity in the feedback process.
5. The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters Interchange will have a disruptive impact on the local transport networks comprising vehicle, bus and active transport (walking and cycling).
6. I oppose the destruction of any more of Sydney's heritage for WestCONNex. I am appalled that WestCONNex are seeking approval to tunnel under hundreds of heritage buildings in Newtown without no serious assessment of risks at all.
7. It is quite clear that the escalating cost of tolls will encourage drivers to avoid tollways. This will further pollute and congest local roads. Such impact was evident on Parramatta Rd usage immediately the new M4 tolls were activated. The community expects similar impacts on the roads around the St Peters interchange, including the Princes Highway, King St, Enmore and Edgeware Roads and though streets of Alexandria and Erskineville. The Traffic analysis fails to deal with this issue of traffic beyond the boundaries of the project and should be rejected.
8. I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
9. Increased traffic congestion will also increase the atmospheric pollution along roadsides in local areas, with predicted adverse impacts on breathing and through long term carcinogenic effects. The maps and analysis of the pollution effects in the EIS should be presented in a way that they can be understood by ordinary citizens. Instead information is presented in a way that is deliberately obscure and hard to interpret.
10. Unfiltered stacks anywhere in Sydney are not unacceptable. An extra exhaust stack on the NW corner of the St Peters interchange will increase pollution in an area where the prevailing winds will spread emissions over residences, schools and sports fields. St Peters Primary School will be at the apex of a triangle between the two exhaust stacks on the SW and NW corners of the interchange.
11. The impact of the deep tunnelling for the M4-M5 link – in addition to the tunnelling for the new Sydney Metro in the same area – in Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because contractors will blame the other project.

In this submission I have only been able to include some of my objections to this EIS. We have already witnesses the destruction of tracts of Haberfield and St Peters. Please do not allow the Sydney Motorway Corporation and its contractors to further extend this damage.

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

|  |   |               |
|--|---|---------------|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: ALAN TEMELIKOV  |               |
|  | Address: 137/69 ALLEN ST  |               |
| Application Number: SSI 7485   | Suburb: LEICHHARDT  | Postcode 2040 |
| Application Name: WestConnex M4-M5 Link  | Signature:  |               |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website  |   |               |
| Declaration : 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. 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.

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

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

|   |  |
|---|--|
| Submission to : Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: <u>Brian Somerville</u><br>Signature: <u>B. Somerville</u>   |
| Attention: 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<br>Application Name: WestConnex M4-M5 Link                                       | Address: <u>300 Elswick St Nth</u><br>Suburb: <u>Leichhardt</u> Postcode <u>2040</u>   |

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

- Worker car parking – Leichhardt: The EIS does not provide appropriate parking for the estimated 100 or so workers that the EIS states will work every day at the site, while other equivalent sites have allocated parking for such workers (Northcote Civil site (150)) and Parramatta Road East Civil site (140). It is also noted that the EIS provides for loss of 20 residential parks on Darley Road. Local streets are at capacity already because of the lack of off-street parking for many residents and the Light Rail stop which means that commuters use local streets. The EIS states that workers will be encouraged to use public transport. The reference to The EIS needs to mandate that no trucks or construction vehicles are to park in local streets. There needs to be a requirement that is enforceable that workers use the Light Rail stop which is adjacent to the site or a plan to bus in workers.
- Accidents – Leichhardt: I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. The traffic forecasts indicate that Darley Road will have 170 heavy and light vehicle movements a day. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west. The addition of hundreds of heavy truck movements a day into that intersection will increase the risk of serious accidents for both pedestrians and drivers. The EIS states that the levels of service are expected to Darley Road is directly next to the North Leichhardt Light Rail stop which is a pedestrian hub. Children travelling to school walk to the stop. Active transport users such as bicycle riders will be at risk, along with pedestrians using Canal Road to access the Bay Run, Leichhardt pool and the dog park.
- Traffic – Leichhardt: I object to the location of the Darley Road civil and construction site because the site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. It is already congested at peak hours and the intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

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

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

|   |   |
|---|---|
| Submission to : Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: YEN WONG<br>Signature:    |
| Attention: Director – Transport Assessments   | Please <b>include</b> my personal information when publishing this submission to your website. Declaration : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years. |
| Application Number: SSI 7485<br>Application Name: WestConnex M4-M5 Link                                       | Address: 304 ELSWICK ST N<br>Suburb: LEICHHARDT      Postcode 2040  |

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

- Management of potential impacts – Leichhardt: The EIS states that a Construction traffic and Access Management plan (CTAMP) would be prepared to minimise delays and disruptions and identify changes to ensure road safety. The plans are not in the EIS so residents cannot comment. The EIs should be rejected on the basis that the impacts on traffic and safety are not adequately addressed. It is inadequate to simply refer to a plan, with no provision for residents and other key stakeholders to be involved in its development.
- Local road diversions and closures – Leichhardt: The EIS states that these will occur near the Darley Road site. There is no detail provided, nor is there a process by which residents can influence such decisions. The Inner West Council's documents state that Darley Road is not built to normal road requirements and safety standards, as it was established as an access road for the former goods line. Two fatalities have occurred near the site location, with many accidents. The Council has been trying to make Darley Road a safer route for many years. Elwick Street North for example was partially closed as a result of a fatality. The approval conditions need to make it clear that all road closures need to be made in consultation with residents affected and that the safety issues are adequately addressed. No arterial traffic from Darley Road should be allowed to be diverted onto narrow local roads.
- Environmental issues - Substation and water treatment plant – Leichhardt: The EIS states that darley Road is a contaminated site, and likely has asbestos. The proposal is that 'treated' water will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons. There is no detail of the ongoing Motorway maintenance activities during operation provided in the EIS. The community therefore cannot comment on the impact that this ongoing facility will have on the locality. This component of the EIS should not be approved as this information is not provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.
- Flooding – Leichhardt: The EIS states that there may be impacts from flooding which, amongst other things, may disrupt drainage systems. There is no detail as to how the issues with flooding at Darley Road will be managed and on their potential impact on the area. (Executive Summary, xxi)

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

Name YEN WONG Email gwwongb@gmail.com Mobile 0750 117917

|   |  |
|---|--|
| Submission to : Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: <u>YEN WONG</u><br>Signature:    |
| Attention: Director – Transport Assessments   | Please <b>include</b> my personal information when publishing this submission to your website. <b>Declaration</b> : <b>I HAVE NOT</b> made any reportable political donations in the last 2 years. |
| Application Number: SSI 7485<br>Application Name: WestConnex M4-M5 Link                                       | Address: <u>304 ELSWICK ST N</u><br>Suburb: <u>LEICHHARDT</u> Postcode <u>2090</u>   |

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

- Worker car parking – Leichhardt: The EIS does not provide appropriate parking for the estimated 100 or so workers that the EIS states will work every day at the site, while other equivalent sites have allocated parking for such workers (Northcote Civil site (150)) and Parramatta Road East Civil site (140). It is also noted that the EIS provides for loss of 20 residential parks on Darley Road. Local streets are at capacity already because of the lack of off-street parking for many residents and the Light Rail stop which means that commuters use local streets. The EIS states that workers 'will be encouraged to use public transport.' The reference to The EIS needs to mandate that no trucks or construction vehicles are to park in local streets. There needs to be a requirement that is enforceable that workers use the Light Rail stop which is adjacent to the site or a plan to bus in workers.
- Accidents – Leichhardt: I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. The traffic forecasts indicate that Darley Road will have 170 heavy and light vehicle movements a day. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west. The addition of hundreds of heavy truck movements a day into that intersection will increase the risk of serious accidents for both pedestrians and drivers. The EIS states that the levels of service are expected to Darley Road is directly next to the North Leichhardt Light Rail stop which is a pedestrian hub. Children travelling to school walk to the stop. Active transport users such as bicycle riders will be at risk, along with pedestrians using Canal Road to access the Bay Run, Leichhardt pool and the dog park.
- Traffic – Leichhardt: I object to the location of the Darley Road civil and construction site because the site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. It is already congested at peak hours and the intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

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

Name YEN WONG Email ywwong6@gmail.com Mobile 0450117917

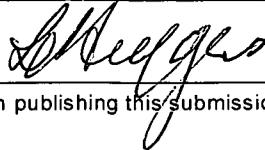
|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <u>L Hoare</u>  |
|   | Address: <u>1/267-269 BALMAIN RD</u>  |
| Application Number: SSI 7485  | Suburb: <u>LILYFIELD</u> Postcode <u>2040</u>   |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration : 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:

- Traffic operational modelling – Leichhardt.** The EIS does not provide any operational modelling for the Darley Road area (8-11), despite the fact 170 vehicles a day are proposed to enter this highly congested (during peak hours) area. Darley Road is a critical arterial road for commuters accessing the City West Link and this analysis should be provided so that impacts can be properly assessed.
- Crash statistics – City West Link and James St intersection.** The EIS only analyses crash statistics near the interchanges. It does not provide any detail as to the number of crashes at the James St/City West Link intersection which, on Transport for NSW's own figures, is the third most dangerous intersection in the inner west. Nor does it comment on the two fatalities that occurred on Darley Road near the proposed construction site. The EIS needs to detail the increased risk in crashes that will be caused by the additional 170 vehicles a day that are proposed to enter and leave Darley Road during the construction period. The EIS needs to detail how this risk of crashes will be managed to an acceptable level, which it does not.
- Worker parking – Leichhardt.** There is provision in the EIS for only a dozen worker car parks and no provision for the 100 or so workers who will be permanently based at the Darley Road site for up to five years. A major construction site project should not be permitted in a neighbourhood area without allocated parking for **all** workers. No other business would be permitted to be established without this requirement being satisfied – why is it acceptable for this project? In addition, the EIS proposes the removal of 20 car spaces used by residents on Darley Road and will remove the 'kiss and ride' facility at the light rail stop. This will result in residents being unable to park in their own street and will increase noise impacts from workers doing shift changeovers 24 hours a day. The EIS needs to mandate the use of public transport or provide for workers to be bussed in if adequate allocated parking is not provided.
- Number of vehicle movements – Leichhardt.** The EIS states that there will be 170 heavy and light vehicle movements a day during construction (5 years). There is no guarantee that these figures are accurate as they are indicative only. The effect of these movements will be drastically increased commuter times for anyone accessing the City West Link during peak periods. The Darley Road site is equally busy on Saturday and this is not accounted for or acknowledged in the EIS. The EIS should not permit this number of vehicle movements and should be rejected on this basis as there is no plan as to how this will be managed. Referring to a future traffic management plan is inadequate – there is no guarantee that any such plan will be able to manage this traffic impact to an acceptable level.
- Access routes – Leichhardt.** The EIS states that all construction vehicles will enter and leave via Darley Road. Although near the City West Link, Darley Rd abuts a large number of small, local streets and homes and streets near Darley Road will be impacted by a heavy vehicle movement every 3-4 minutes. This is an unacceptable impact. No heavy or light vehicle movements should be permitted on Darley Road whatsoever and an alternative route which does not involve Darley Road is the only route that should be approved.

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: <u>L Hoosr</u>  |
|  | Address: <u>1/267-269 BALMAIN RD</u>  |
| Application Number: SSI 7485   | Suburb: <u>LILYFIELD</u> Postcode <u>2040</u>   |
| Application Name: WestConnex M4-M5 Link  | Signature:  |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website  |   |
| Declaration : 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. **No need for 'dive' site – Leichhardt.** There is no need for the Darley Road site, other than a time saving (tunneling) of several months. It is unacceptable that the community should be forced to endure 5 years of severe disruption to accommodate the timetable of the private contractors. The EIS should not be approved on the basis that it contains provision for the Darley Road site without any proper justification as for its need.
2. **Truck routes – Leichhardt:** No trucks should be permitted on Darley Road or local roads in Leichhardt or Lilyfield. The EIS proposes that all trucks will arrive at the Darley Road civil and tunnel site from Haberfield and travel along Darley Road to the site, with a right-hand turn now permitted into James Street. The proposed route will result in a truck every 3-4 minutes for 5 years running directly by the small houses on Darley Road. These homes will not be habitable during the five-year construction period due to the unacceptable noise impacts. The truck noise will be worsened by their need to travel up a steep hill to return to the City West Link, so the noise impacts will affect not just those homes on or immediately adjacent to Darley Road. The proposal to run trucks so close to homes is dangerous and there have been two fatalities on Darley Road at the proposed site location. The EIS does not propose any noise or safety barriers to address this. Despite the unacceptable impact to nearby homes, there is no proposal for noise walls, nor any mitigation to individual homes.
3. **Alternative access route for trucks – Leichhardt:** The EIS states that there are 'investigations' occurring into alternative access to the Darley Road site. The EIS does not provide any detail on which residents can comment about alternative access which would keep trucks off Darley Road. The plans for alternative access should be expedited. It should be a condition of approval that the alternative access is confirmed and that no spoil trucks are permitted to access Darley Road due to the unacceptable noise, safety and traffic issues that the current proposal creates.
4. **Vegetation: Leichhardt.** The mature trees on the Darley Road site should be preserved. If any trees are removed during construction it should be a condition of approval that they are replaced with mature trees.
5. **Permanent substation and water treatment plant – Leichhardt:** I object to the location of this facility in our neighbourhood as out of step with the surroundings. If it is retained, then it should be moved to the north of the site, out of view from homes. The residual land should be returned for community purposes such as parkland.

**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: Haidi Kim

Signature: 

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

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

Address: 3/16 edgewood rd

Suburb: Enmore Postcode: 2042

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5  
Link

- a) The Rozelle Rail Yards site is the location of 3 Unfiltered Pollution Stacks. There is a fourth stack on Victoria Rd close to Darling St. If the Western Harbour Tunnel is built there will also be a total of 7 Tunnel Portals. Tunnel Portals are also areas of high levels of pollution. It is totally unacceptable that the Pollution Stacks are unfiltered. In 2008 Gladys Berejiklian said of Labor "It's not too late, the Government can still ensure that filtration is a possibility. World's best practice is to filter tunnels. Why won't Labor allow people to sleep at night, knowing their children aren't inhaling toxins that could jeopardize their health now or in the future." It is totally unacceptable that the tunnels will not be filtered. Recently built tunnels in Tokyo successfully filter 98% of all pollutants.
- b) Generally the risk of settlement is lessened where tunnelling is more than 35m. In the Rozelle area the tunnel will be at 30m in the Brockley St & Cheltenham St area, and it will be less than that in the Denison St area. Also it is planned to have another layer of tunnels above that in the Denison St area. From the cross section diagram Vol 2B appendix E part 2 the suggestion is that this higher level of tunnels will be at no more than 12m. This is of major concern. Numbers of people in the ongoing construction of Stage 1 and 2 have suffered extensive damage to their homes costing thousands of dollars to rectify caused by vibration and tunneling activities and although they followed all the elected procedures their claims have not been settled. This is totally unacceptable. There is nothing addressing these major concerns in the EIS.
- c) The EIS states that property damage due to ground movement "may occur, further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of ground movement is lessened where tunnelling is more than 35 metres underground. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are astonishingly shallow eg John St at 22metres Hill St at 28metres Moore St 27metres. Piper St 37metres(Vol 2B Appendix E Part 2) Catherine St at 28metres(Vol 2B Appendix E Part 1). At these shallow depths, the homes above would indisputably sustain serious structural damage and cracking. Without provision for full compensation for damage there would be no incentive for contractors or Roads and Maritime Services to minimise this damage.
- d) The removal of spoil at the Rozelle Rail Yards will lead to the largest amount of Spoil truck movements on the entire Stage 3 project: 517 Heavy truck movements a day, of which 46 are stated to take place at Peak hours. There will also be 10 Heavy truck movements a day from the Crescent Civil Site. The sheer number of trucks on the road will lead to massive increases in congestion. Maps in the EIS have the spoil trucks going to and from these sites from the Haberfield direction on the City West Link. This is also the direction that is being proposed for spoil truck movements from Darley Rd which is said to have 100 Heavy truck movements a day. It is stated that the cumulative effect of truck movements from all sites on the City West Link will be 700 (one way) Heavy truck movements a day and of that 208 will be in Peak hours. This plan totally lacks credibility.

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

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

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

Name: Ashleigh Papper

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: 92A CAMDEN ST

Suburb: NEWTOWN Postcode: 2042

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

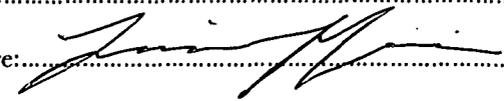
- a. The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly 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)
- b. 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.
- c. 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!
- d. In the EIS the Rozelle Rail Yards will have 400 car parking spaces for workers. There will be no car parking spaces at the Crescent Civil site. The daily workforce for these sites is stated to be approximately 550. This means that there will be approximately 150 additional vehicles that will not be able to park in the Construction sites on a daily basis. The EIS suggests workers use public transport. If not, they will have to park on local streets in the area. Parking is already at a premium in the surrounding suburbs and is worsening all the time with the success of the Light Rail and out of area commuters daily leaving their cars at the light rail stops. It is totally unacceptable that the local streets accommodate constructors extra vehicles on a daily basis for the construction period of 5 years in an area where parking is already at a premium.

**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: Jessica Harris

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: 229 Denison St

Suburb: Newtown Postcode: 2042

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5  
Link

A. Permanent substation and water treatment plant - Residents on Darley Rd opposite the site and residents in Hubert St will have a direct line of site to the Motorway operation infrastructure. The resultant impact is a permanent degradation of the visual environment, is a loss of amenity and is detrimental to the community. This facility should not be permitted in this location and the EIS needs to demonstrate why it is required at this site. If approved, the facility should be moved to the north of the site out of line of site of residents. The residual land should be returned for community purposes, such as green space, with future commercial uses ruled out. If the community is forced to endure 5 years of severe disruptions due to this toll road, the compensation should, at the very least, result in the land being returned to the community as green space.

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

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

D. The removal of spoil at the Rozelle Rail Yards will lead to the largest amount of Spoil truck

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

E. The Concept Design was a woefully inadequate document totally devoid of any real depth of detail in terms of maps, scales, distances with only vague suggestions and glamorized Artist's Impressions of an idealized view of what Stage 3 would be like. It was another example of current city planning documents that consistently accentuate huge areas of tranquil green spaces with families and children out walking and riding bicycles in idealized parks and suburbs. All this is total PR spin and bears no reality about the real outcome of the build. It bears no reality as to what Stage 3 of Westconnex will be like.

F. I am concerned that while the EIS finds that tolls do weigh more heavily on lower income motorists, there is no serious analysis of the blatant unfairness of letting of private consortium toll people for decades in order to pay for less profitable tollways for wealthier communities.

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

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

Attention Director

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: Kerrin Hann

Signature: [Handwritten Signature]

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

Address: 12/170 Nelson St

Suburb: Annandale Postcode 2058

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

- I. 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."
- II. 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.
- III. The EIS was released just 12 days after the closing date for submissions to the Concept Design. This categorically proves that all the Community Consultations and Submissions to the Concept Design were a total sham. There were at least 800 posts on the interactive map. These were limited as the community only had 140 characters available to make their point which was woefully inadequate. But there were at least 1500 written submissions, some of which were highly detailed and of considerable length. There is no way that all these submissions could have been read, considered, their arguments integrated into the EIS and then for the EIS of 7200 pages to be put together, printed and released 12 days after the the closing date for submissions to the Concept Design. There needs to be a major investigation into this flagrant abuse of the way NSW planning laws have been flouted for the whole of Westconnex and particularly Stage 3.
- IV. 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.
- V. The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.

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

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

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

Submission to:

Name: Elizabeth Sample

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

Signature: [Handwritten Signature]

Attn: Director - Transport Assessments

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

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

Application Number: SSI 7485 Application

Address: 26 Devine Street

Application Name: WestConnex M4-M5 Link

Suburb: Erskineville Postcode 2043

- A. *Experience on the New M5 has shown that residents who are affected badly by noise are being refused assistance on the basis that an unknown consultant does not consider them to be sufficiently affected. Night time noise is therefore another unacceptable impact of this project and reason why it should be opposed.*
- B. *Rozelle is an old and historic suburbs of Sydney. The damage that this project would do in destruction of homes, other buildings and vegetation is unacceptable, especially when the project would leave a legacy of traffic congestion in the area.*
- C. *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.*
- D. *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.*
- E. *There is a higher than average number of shift workers in the Inner West. The EIS acknowledges that even allowing for mitigation measures such as acoustic sheds and noise walls, shift workers will be more vulnerable to impacts of years of construction work and will consequently be at risk of a loss of quality of life, loss of productivity and chronic mental and physical illness.*
- F. *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.*
- G. *The social and economic impact study notes the high value placed on community networks and social inclusion but does nothing to seriously evaluate the social impacts on these of WestCONNex. Any genuine assessment would draw on experience with the New M5 and M4 East rather than ignoring it. This lack of genuine engagement with social impact reduces the study to the level of a demographic description and a series of bland value statement*

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

Name: Emis Jusutspahic

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: 1 WARRENDALE AVE

Suburb: NEWTOWN NSW Postcode 2042

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5  
 Link

- A. 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.
- B. There is a higher than average number of shift workers in the Inner West. The EIS acknowledges that even allowing for mitigation measures such as acoustic sheds and noise walls, shift workers will be more vulnerable to impacts of years of construction work and will consequently be at risk of a loss of quality of life, loss of productivity and chronic mental and physical illness.
- C. There is no evidence provided in the EIS that the ventilation outlets will be date. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.
- D. EIS social impact study states that "the health and safety of residents should be prioritised around construction areas" - this is merely platitudinous in the light of the choice of Darley Rd the third most dangerous traffic intersection in the Inner West as a construction site.
- E. SMC have made it all but impossible for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. Monday and Wednesday: 10am to 7pm. Tuesday: 10am to 6pm. Thursday and Friday: 10am to 5pm. Saturday and Sunday: 11am to 4pm. This restricted access does NOT constitute open and fair community engagement.
- F. I am deeply disappointed that the EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain. This is a dangerous and reckless attempt to get approval for a project that is yet to be properly designed.
- G. I strongly object to the proposed location of this permanent operational facility on Darley Road. The presence of this site contradicts repeated assurances to the community that the site would be returned after construction was completed. The ongoing presence of this site will limit future uses of the darley Road site which could serve community purposes, particularly given its location directly next to public transport. Its presence removes the ability to provide more accessible, safer and direct pedestrian access to the North Leichhardt Light Rail Station. The plant location, in a neighbourhood setting is not appropriate. It will reduce property values and have an unacceptable impacts on the visual amenity of the area. The streets adjacent to Darley Road are comprised of low-rise residential homes and small businesses and infrastructure such as this should not be permitted in such a location.

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Peter Evans</i>                       |
|   | Address: <i>99A Flood St</i>                   |
| Application Number: SSI 7485  | Suburb: <i>Leichhardt</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>Peter Evans</i>                  |
| Please <u>include</u> my personal information when publishing this submission to your website<br>Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |  |

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

1. I object to the planned acquisition of the Dan Murphys site on Darley Road for the creation of a civil and tunnel works site as it will create unacceptable noise impacts for the community and lead to traffic chaos, along with creating an increased risk of accidents to pedestrians and cycle users.
2. The substation and water treatment plant proposed for Darley Road should be moved to the north end of the site near the City West link so that it is less visible to residents. There are no homes that will have direct line of site of the facility if it is moved. This will also enable direct pedestrian access to the light rail without the need to use the winding path at the rear of the site which creates safety issues and adds to the time required to access the light rail stop.
3. The EIS permits trucks to access local roads in 'exceptional circumstances', which includes queuing at the site. Given the acknowledged constraints of the Darley Rd site (and based on experience with cars accessing the site for Dan Murphy's), queuing will be the norm and not the exception. The EIS, as pertains to the Darley Road site, needs to be amended to rule out queuing as an exceptional circumstance which allows trucks to use local roads.
4. At the conclusion of the construction period, the Darley Road site should be returned to the community as compensation for the imposition of this construction site in our neighbourhood for a 5-year period. If the substation and water treatment plant is moved to the north of the site, then the lower half of the site (which is the most accessible end) could be converted into open space with mature trees planted. As this site is immediately adjacent to the bay run, bicycle parking and other facilities that support active transport could be included. This would result increase the green space for residents and result in a pleasant green environment for pedestrians, rather than a fenced facility. The approval conditions need to mandate that the Darley Rd site is to be preserved as green space or other community purposes at the conclusion of the construction period.
5. No trucks (heavy or light) should be permitted on any streets adjacent to Darley Road identified as NCA 13 (James Street to Falls Street). A blanket prohibition should be in force with respect to any worker vehicles from the construction site parking on these local streets. These homes will already suffer the worst construction impacts and should be spared the further imposition of lack of parking and the additional noise impacts of additional cars on their street. These local streets are not designed to handle heavy vehicle movements. Therefore, any approval conditions need to prohibit outright truck movements (including parking) and worker parking on all local streets adjacent to Darley Road.
6. Any approval conditions and the relevant construction contracts must require that all workers to the Darley Rd site are bussed in or use public transport such as the light rail, with no parking whatsoever permitted on local roads adjacent to the Darley Road site. The site currently provides only 11 car spacers for an estimated 100 workers a day on site. The project cannot be approved on this basis without a strict requirement on workers to use public transport or project provided transport and a prohibition needs to be in place against parking on local streets.

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Peter Evans</i>                       |
|   | Address: <i>99A Flood St</i>                   |
| Application Number: SSI 7485  | Suburb: <i>Leichhardt</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>Peter Evans</i>                  |
| Please <u>include</u> my personal information when publishing this submission to your website<br>Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |  |

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

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

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

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

|   |  |
|---|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Peter Evans</i>                       |
|   | Address: <i>99A Flood St</i>                   |
| Application Number: SSI 7485  | Suburb: <i>Leichhardt</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>Peter Evans</i>                  |
| Please <u>include</u> my personal information when publishing this submission to your website<br>Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |  |

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

1. I object to the selection of Darley Road as a civil and construction site on the following grounds.
2. The period of construction proposed is unacceptably long. Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years while the EIS states that it will be operational for 5 years. This period creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.
3. The noise impacts of construction are not able to be mitigated to an acceptable level and the EIS should not be approved on this basis. The EIS states that 36 homes will have unacceptable noise impacts for extended periods at the Darley road construction site. The EIS does not mention the cumulative impact of aircraft noise in the Leichhardt or St Peters area, and therefore does not reflect the true impact of construction noise on the amenity of nearby residents and businesses.
4. No truck movements should be permitted on Darley Rd or any local roads in Leichhardt or adjoining suburbs. The EIS should not be approved on its current basis which provides for 170 heavy and light vehicles accessing Darley Road on a daily basis. This will create unacceptable safety issues and noise impacts for adjacent homes while also compromising pedestrian and bicycle access to the light rail and bay run. It will also lead to truck chaos on this critical arterial road providing access to and across the City West Link. The EIS states that an alternative truck movement is proposed which involves use of the City West Link and no need for spoil trucks to access Darley Road. I object to the selection of the Darley Rd site altogether, but propose this alternative, which appears to represent the least worst impact, should be chosen if this site is to be used.
5. I object to the number of truck movements proposed at the Darley Road site. The EIS states that there will be daily movements of 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College. The EIS states that an alternative truck movement is proposed which involves use of the City West Link with no trucks to access Darley Road. The selection of Darley Road should not be approved if it involves any truck movements on Darley Road, as is currently provided.
6. No workers associated with the WestConnex project should be permitted to park on local streets. Parking is at a premium in this area and many residents do not have off-street parking. The removal of 20 car spaces for five years as is proposed on Darley Road will worsen this situation as will the removal of 'kiss and ride facilities' at the light rail. There is also a pre-DA application for 120 units on William Street which is not taken into account in the EIS. This will place further stress on parking. The EIS needs to outright prohibit any worker parking on local streets and provide a plan for enforcement (to be paid for by my SMC and not by the Inner West Council).

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

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

|   |  |
|---|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>PETER EVANS</i>                       |
|   | Address: <i>99A FLOOD ST</i>                   |
| Application Number: SSI 7485  | Suburb: <i>LEICHHARDT</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>Peter Evans</i>                  |
| Please <u>include</u> my personal information when publishing this submission to your website<br>Declaration : 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. I further object to the proposal to the Darley Road civil and tunnel site for the reasons set out in this submission.
2. The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS has many caveats and depends upon further steps (such as traffic management plans), the detail of which is not provided. The community has no certainty that any of the impacts from construction will be managed to an acceptable level.
3. There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure.
4. The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts. (Executive Summary xvi)
5. The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)
6. There are 36 homes identified as having severe noise impacts during construction in Leichhardt and Lilyfield. No noise barriers have been identified so residents are unable to comment as to whether this impact will be reduced. No proposal for alternative accommodation is provided. This is unacceptable and all of the proposed noise mitigation options should be detailed in the EIS so that residents have an opportunity to comment on what is proposed. (Executive Summary xvii)
7. There is no plan to manage traffic on Darley Road proposed in the EIS. This critical arterial road is regularly congested at peak periods. Reference in the EIS to developing a traffic management plan in the future is not acceptable. The detail of what is proposed needs to be contained in the EIS so that residents can assess whether the impact of 170 light and heavy vehicle movements a day in and out of the site can be acceptably managed.

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Peter Evans</i>                       |
|   | Address: <i>99A Flood St</i>                   |
| Application Number: SSI 7485  | Suburb: <i>Leichhardt</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>Peter Evans</i>                  |
| Please <u>include</u> my personal information when publishing this submission to your website<br>Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |  |

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

1. I further object to the proposal to the Darley Road civil and tunnel site for the reasons set out in this submission.
2. The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS is riddled with caveats and lacks clear obligations and requirements of project delivery. The additional effect of this is that the community and other stakeholders such as the Council will be unable to undertake compliance activities as the conditions are simply too broad and lack any substantial detail.
3. The impacts in the EIS are misleading because they do not include any detail of the cumulative impact caused by the overlaps in the construction periods of the New M5 and M4 (of up to one year). No additional mitigation or any compensation is offered for residents for these periods (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to multiple WestConnex projects. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure. Nor does the EIS provide for any traffic management to prevent rat running during the period of construction, when Stages 1 and 2 have opened. The EIS should not be approved without this detail and adequate plans to manage this impact.
4. The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)
5. The EIS states that all vegetation on the Darley Road site will be removed. This includes a mature large tree which provides a visual and noise barrier from the City West Link. The tree should not be permitted to be removed.
6. Despite the fact the EIS identifies over 30 homes with severe noise impacts, no mitigation is mandated. While the possibility of noise walls is flagged, along with in-home treatments, none of this is a requirement. Nor is any detail provided on which residents or business owners can comment. No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

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

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

|   |  |
|---|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Peter Evans</i>                       |
|   | Address: <i>99 A Flood St</i>                  |
| Application Number: SSI 7485  | Suburb: <i>Leichhardt</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>Peter Evans</i>                  |
| Please <u>include</u> my personal information when publishing this submission to your website<br>Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |  |

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

1. I object to the selection of Darley Road as a civil and construction site on the following grounds.
2. I object to the proposal that 170 heavy and light vehicle movements a day will occur at this site. This will create an unacceptable risk to pedestrians and bicycle users. The EIS should not permit any truck movements near the Darley Road site. The alternative proposal which provides that all spoil trucks enter and leave from the City West link is the only proposal that should be considered. The EIS does not mention that many students walk or ride to Orange Grove and Leichhardt Secondary College schools via Darley Road. There are also a number of childcare centres very close to the Darley Road site.
3. I object to the location of a permanent substation and water treatment plant following the completion of the project on the Darley Road site. This will limit the future uses of the land and the community has been continually assured that the land, which is Government-owned, would be available for community purposes. The presence of this facility will forever prevent the ability for safe and direct pedestrian access to the light rail stop, with users required to walk down a dark and winding path. It will also limit the future use of the site. If a permanent facility is to be located then it should be moved to the north of the site so that it is out of sight of homes and has less visual impact on residents.
4. Tunnel depths the tunnel depths for the Leichhardt area as low as 35 metres. This creates and unacceptable risk of damage to homes due to settlement (ground movement). The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk. There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However, no details or assurance as to how this will occur are provided. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It will lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to WestConnex works, with no assurance that this property damage will be promptly and satisfactorily fixed.
5. The EIS states that, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS.
6. All of the streets abutting Darley Road identified as NCA 13 (James Street to Falls Street) should have a strict prohibition on any truck movements and worker contractor parking. These homes are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. The EIS needs to prohibit outright truck movements (including parking) and worker parking on all of these streets.

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

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

|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Peter Evans</i>                        |
|   | Address: <i>99A Flood St</i>                    |
| Application Number: SSI 7485  | Suburb: <i>Leichhardt</i> Postcode: <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>Peter Evans</i>                   |
| Please include my personal information when publishing this submission to your website<br>Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |   |

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

1. I object to the proposal to the Darley Road civil and tunnel site for the reasons set out in this submission.
2. I object because of the unacceptable risk it will create to the safety of our community. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west.
3. The EIS permits trucks to access local roads in exceptional circumstances which includes queuing at the site. Given the constraints of the Darley Road site queuing will be the usual situation. The EIS needs to be amended to remove queuing as an exceptional circumstance. The truck movements should properly managed by the contractor so that there is no queuing. This exception will make it easier for contractors to neglect their obligation to monitor and manage truck movements in and out of the site and needs to be removed. The EIS needs to specifically provide that all local streets abutting Darley Road and expressly prohibited truck movements (including parking) on these streets. This should include all streets from the north (James St) to the south (Falls Road), which are near the project footprint.
4. Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.
5. The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed or any detail provided. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unlivable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.
6. The EIS does not even mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

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

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

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

Name: MARID MATTARELLI

Signature: 

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

Address: 46 WETHERILL ST

Suburb: LEICHHARDT Postcode: 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5  
Link

- ✓ The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction. (Executive Summary xviii)
- ✓ The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)
- ✓ The EIS states that investigation would be undertaken to confirm whether the Victoria Road bridge is a potential roost site for microbats. There will be attempts to 'manage potential impacts' if confirmed. This is inadequate. The project should not be permitted to impact on vulnerable species.
- ✓ The EIS acknowledges that visual impacts will occur during construction. However it does not propose to address these negative impacts in the design of the project. This is unacceptable and the EIS needs to propose walls, plant and perimeter treatments and other measures at appropriate locations to lessen the impact on visual amenity. (Executive Summary xviii)
- ✓ The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken 'during detailed design'. The Community should be given an opportunity to comment upon and influence the design and we object to the approval of the EIS on the basis that this detail is not provided, nor is the community (or other stakeholders) given an opportunity to comment or influence the final design.
- ✓ The construction and operation of the project will result in 51 property acquisitions. We object to the project in its entirety because of this impact. We note that a number of long-standing businesses have been acquired and that many families and businesses in earlier stages have been forced to go to court to seek fair compensation. We object to the acquisition in particular of the Dan Murphys site. The business was substantially renovated and a new business opened with full knowledge of the likely acquisition. We object to it being acquired and compensated in this circumstances and call on the Government to investigate the circumstances which led to this occurring (Executive Summary xvii)

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

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: MARIO MATTARELLI

Signature: 

Please **include** my personal information when publishing this submission to your website  
Declaration: 1

Address: 46 WETHERILL ST

Suburb: LEICHHARDT Postcode: 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

2/9/2017

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

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

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

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

Name: MARID MATTARELLI

Signature: 

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

Address: 46 WETHERILL ST

Suburb: LEICHHARDT Postcode: 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5  
Link

- ✓ The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.
- ✓ There is no evidence provided in the EIS that the ventilation outlets will be date. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.
- ✓ The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
- ✓ The EIS states that all vegetation will be removed on the site which includes a mature tree. I object to the removal of the tree which creates a visual and noise barrier for residents from the City West Link. If the tree is removed it must be replaced with a mature tree as soon as the remediation of the site commences.
- ✓ The proposal for a permanent water treatment plant and substation to the south of the site on Darley Road will prevent direct pedestrian access to the light rail station. It will affect the future uses of the site once the project is completed. The facility is out of step with the area which is comprised of low rise homes and detracts from the visual amenity of the area. This site is a pedestrian hub and will be a visual blight for pedestrians, bike users and the homes that have direct line of sight to the facility. It should not be permitted on this site.
- ✓ The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

**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 \_\_\_\_\_

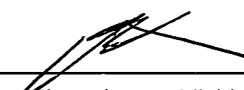
|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Simon Charleson</i>  |
|   | Address: <i>2ed 6a Allen st</i>   |
| Application Number: SSI 7485  | Suburb: <i>Leichhardt</i> Postcode <i>2040</i>  |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration : 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. Acquisition and demolition of Dan Murphys** – I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the tax payer should not be left to foot the compensation bill in these circumstances. It is also wasteful that several million dollars was spent on renovations, for the entire structure to be demolished less than 18 months later.
- 2. Night works – Leichhardt.** The EIS states that to minimize disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. It is unacceptable that a highly unsuitable site has been selected. And, instead of a proper plan to manage traffic, the EIS contemplates work simply occurring at night. This is objected to in the strongest terms.
- 3. Additional facilities.** The EIS states that the contractor may decide upon additional 'construction ancillary facilities' to the 12 identified in the EIS. The EIS should not be approved on the basis that there may be more unidentified sites taken, as residents will have no opportunity to comment on their impacts. The approval condition should limit any construction facilities to those already notified and detailed in the EIS.
- 4. Permanent substation and water treatment plant -** Residents on Darley Rd opposite the site and residents in Hubert St will have a direct line of sight to the Motorway operation infrastructure. The resultant impact is a permanent degradation of the visual environment, is a loss of amenity and is detrimental to the community. This facility should not be permitted in this location and the EIS needs to demonstrate why it is required at this site. If approved, the facility should be moved to the north of the site out of line of sight of residents. The residual land should be returned for community purposes, such as green space, with future commercial uses ruled out. If the community is forced to endure 5 years of severe disruptions due to this toll road, the compensation should, at the very least, result in the land being returned to the community as green space.
- 5. Noise mitigation – Leichhardt.** The noise mitigation proposed in the EIS is unacceptable. No detail of noise walls is provided, giving residents no opportunity to comment on whether final impacts are acceptable. This is despite the fact 36 homes are identified in the EIS as severely affected by construction noise. The acoustic shed proposed is of the lowest grade and does not cover the entire site, resulting in noise impacts from the movement of trucks in and out of the tunnel access point. The highest grade acoustic shed should be provided, with the shed covering the entire site. The additional noise mitigation such as noise walls, need to be set out in detail so that residents can properly comment on the impacts.

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Jane Franklin</i>  |
|   | Address: <i>114 Rochford Street</i>   |
| Application Number: SSI 7485  | Suburb: <i>Erskineville</i> Postcode <i>2043</i>  |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website<br>Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |   |

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

1. I object

*I hate the project, the double standards & lack of consultation !! That if any is provided is just ignored. !!*

2. I have strong objections to proceeding in the face of the unknown hazard associated with two different tunnelling operations taking place in close time and location - the tunnelling for the M4-M5 link and the proposed Sydney Metro tunnelling in the same area - Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond. The impact of this combined tunnelling is an unknown hazard to the soundness of the residences and buildings above, many of them very old and heritage listed. This is a serious community safety issue and residents who do experience damage will be caught between 2 separate contractors for repairs and compensation.
3. The high cost of the tolls has already resulted in an increase in traffic on Parramatta Rd immediately the new M4 tolls were activated. Their anticipated annual increase will likely mean that more and more commuters will seek to avoid the expensive tolls. It makes sense to expect the same effect on the roads around the St Peters Interchange, including the Princes Highway, King St, Edgeware Rd and Enmore Rd and though the streets of Erskineville and Alexandria. The increasing numbers of vehicles will mean more vehicle pollution in the area (known to have adverse effects on breathing and also to be carcinogenic). A viable public train system would easily and effectively manage commuter traffic without the requirement for expensive private tollways.
4. The business case for the project in all three stages does not take into account the costs of external impacts of air pollution for human and environmental health; increased fossil fuel emissions contributing to increase global warming; and in the economic and social costs of the disruption to human activities; of displacement of people and businesses; and of the destruction of community cohesion and amenity. These external costs far outweigh the questionable short term benefits of building roads which poorly serve people's transport needs and are not sustainable in the long term.
5. The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters Interchange will have a heavy disruptive impact on the local transport routes, whether by vehicle, bus, or active transport (walking and cycling).
6. The increasing numbers of vehicles on the roads around the St Peters Interchange will increase the vehicle pollution (known to have adverse effects on breathing and also to be carcinogenic) in this area.

I call on the Minister for Planning to reject this project and demand that the government re-think the transport planning for the whole metropolitan area.

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

Name: \_\_\_\_\_; Email: \_\_\_\_\_; Mobile: \_\_\_\_\_

|  |  |
|--|--|
| Submission from:<br>Name: <u>MICHAEL CORDOBA</u><br>Signature: <u>[Signature]</u><br>Please <b>include</b> my personal information when publishing this submission to your website <b>Declaration: I HAVE NOT</b> made any reportable political donations in the last 2 years.<br>Address: <u>98 FRANCIS ST</u><br>Suburb: <u>LEICHHARDT</u> Postcode: <u>2040</u> | Submission to:<br>Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001<br>Attn: Director – Transport Assessments<br>Application Number: SSI 7485 Application<br>Application Name: WestConnex M4-M5 Link |
|--|--|

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

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

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

Name MICHAEL CORDOBA Email MC5D90@gmail.com Mobile 04 3656680

|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: MICHAEL CORDERO   |
|   | Address: 98 FRANCIS ST  |
| Application Number: SSI 7485  | Suburb: LUTAHARDT Postcode 2040   |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <u>include</u> my personal information when publishing this submission to your website<br>Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |   |

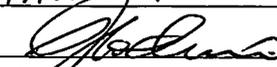
I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons:

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

|   |  |
|---|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>MICHAEL CORDEIRO</i>                  |
|   | Address: <i>98 FRANCIS ST</i>                  |
| Application Number: SSI 7485  | Suburb: <i>LEICHHARDT</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>[Handwritten Signature]</i>      |
| Please <u>include</u> my personal information when publishing this submission to your website<br>Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |  |

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

1. I object to the selection of Darley Road as a civil and construction site on the following grounds.
2. I object to the proposal that 170 heavy and light vehicle movements a day will occur at this site. This will create an unacceptable risk to pedestrians and bicycle users. The EIS should not permit any truck movements near the Darley Road site. The alternative proposal which provides that all spoil trucks enter and leave from the City West link is the only proposal that should be considered. The EIS does not mention that many students walk or ride to Orange Grove and Leichhardt Secondary College schools via Darley Road. There are also a number of childcare centres very close to the Darley Road site.
3. I object to the location of a permanent substation and water treatment plant following the completion of the project on the Darley Road site. This will limit the future uses of the land and the community has been continually assured that the land, which is Government-owned, would be available for community purposes. The presence of this facility will forever prevent the ability for safe and direct pedestrian access to the light rail stop, with users required to walk down a dark and winding path. It will also limit the future use of the site. If a permanent facility is to be located then it should be moved to the north of the site so that it is out of sight of homes and has less visual impact on residents.
4. Tunnel depths the tunnel depths for the Leichhardt area as low as 35 metres. This creates and unacceptable risk of damage to homes due to settlement (ground movement). The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk. There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However, no details or assurance as to how this will occur are provided. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It will lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to WestConnex works, with no assurance that this property damage will be promptly and satisfactorily fixed.
5. The EIS states that, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS.
6. All of the streets abutting Darley Road identified as NCA 13 (James Street to Falls Street) should have a strict prohibition on any truck movements and worker contractor parking. These homes are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. The EIS needs to prohibit outright truck movements (including parking) and worker parking on all of these streets.

|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <u>MICHAEL CORDOBA</u>  |
|   | Address: <u>98 FRANCIS ST</u>   |
| Application Number: SSI 7485  | Suburb: <u>LEICHHARDT</u> Postcode <u>2040</u>  |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration : 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:

- 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.
- 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.
- 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.
- 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.
- Removal of vegetation – Leichhardt.** The EIS states that all vegetation will be removed on the Darley Road site. There are several mature trees located on the north of the site. None of these trees should be removed as they provide precious greenery. They also act as a visual and noise screen for residents from the City West Link traffic. All efforts should be taken to retain the trees and the EIS should not simply permit these trees to be removed without proper investigations being undertaken as to how they can be retained. If they are removed (following a proper investigation and consideration of all options) then the approval needs to specify that all streets are replaced with mature, native trees at the conclusion of the construction at the site.

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

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

|   |  |
|---|--|
| Attention Director<br>Infrastructure Projects, Planning Services;<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>MICHAEL CORROJO</i>                   |
|   | Address: <i>98 FRANCIS ST</i>                  |
| Application Number: SSI 7485  | Suburb: <i>LEICHHARDT</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>[Signature]</i>                  |
| Please <u>include</u> my personal information when publishing this submission to your website<br>Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |  |

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

1. I object to the proposal to the Darley Road civil and tunnel site for the reasons set out in this submission.
2. I object because of the unacceptable risk it will create to the safety of our community. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west.
3. The EIS permits trucks to access local roads in exceptional circumstances which includes queuing at the site. Given the constraints of the Darley Road site queuing will be the usual situation. The EIS needs to be amended to remove queuing as an exceptional circumstance. The truck movements should properly managed by the contractor so that there is no queuing. This exception will make it easier for contractors to neglect their obligation to monitor and manage truck movements in and out of the site and needs to be removed. The EIS needs to specifically provide that all local streets abutting Darley Road and expressly prohibited truck movements (including parking) on these streets. This should include all streets from the north (James St) to the south (Falls Road), which are near the project footprint.
4. Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.
5. The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed or any detail provided. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unlivable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.
6. The EIS does not even mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <u>MICHAEL CORBITO</u>  |
|   | Address: <u>96 FRANCIS ST</u>   |
| Application Number: SSI 7485  | Suburb: <u>LEICHHARDT</u> Postcode <u>2040</u>  |
| Application Name: WestConnex M4-M5<br>Link  | Signature:  |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration : 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. 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.

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>MICHAEL CORDEIRO</i>                 |
|   | Address: <i>98 FRANCIS ST</i>                 |
| Application Number: SSI 7485  | Suburb: <i>LEACHMADT</i> Postcode <i>2090</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>[Signature]</i>                 |
| Please <u>include</u> my personal information when publishing this submission to your website<br>Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |   |

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

1. I object to the planned acquisition of the Dan Murphys site on Darley Road for the creation of a civil and tunnel works site as it will create unacceptable noise impacts for the community and lead to traffic chaos, along with creating an increased risk of accidents to pedestrians and cycle users.
2. The substation and water treatment plant proposed for Darley Road should be moved to the north end of the site near the City West link so that it is less visible to residents. There are no homes that will have direct line of site of the facility if it is moved. This will also enable direct pedestrian access to the light rail without the need to use the winding path at the rear of the site which creates safety issues and adds to the time required to access the light rail stop.
3. The EIS permits trucks to access local roads in 'exceptional circumstances', which includes queuing at the site. Given the acknowledged constraints of the Darley Rd site (and based on experience with cars accessing the site for Dan Murphy's), queuing will be the norm and not the exception. The EIS, as pertains to the Darley Road site, needs to be amended to rule out queuing as an exceptional circumstance which allows trucks to use local roads.
4. At the conclusion of the construction period, the Darley Road site should be returned to the community as compensation for the imposition of this construction site in our neighbourhood for a 5-year period. If the substation and water treatment plant is moved to the north of the site, then the lower half of the site (which is the most accessible end) could be converted into open space with mature trees planted. As this site is immediately adjacent to the bay run, bicycle parking and other facilities that support active transport could be included. This would result increase the green space for residents and result in a pleasant green environment for pedestrians, rather than a fenced facility. The approval conditions need to mandate that the Darley Rd site is to be preserved as green space or other community purposes at the conclusion of the construction period.
5. No trucks (heavy or light) should be permitted on any streets adjacent to Darley Road identified as NCA 13 (James Street to Falls Street). A blanket prohibition should be in force with respect to any worker vehicles from the construction site parking on these local streets. These homes will already suffer the worst construction impacts and should be spared the further imposition of lack of parking and the additional noise impacts of additional cars on their street. These local streets are not designed to handle heavy vehicle movements. Therefore, any approval conditions need to prohibit outright truck movements (including parking) and worker parking on all local streets adjacent to Darley Road.
6. Any approval conditions and the relevant construction contracts must require that all workers to the Darley Rd site are bussed in or use public transport such as the light rail, with no parking whatsoever permitted on local roads adjacent to the Darley Road site. The site currently provides only 11 car spacers for an estimated 100 workers a day on site. The project cannot be approved on this basis without a strict requirement on workers to use public transport or project provided transport and a prohibition needs to be in place against parking on local streets.

|   |   |
|---|---|
| Submission from:  | Submission to:  |
| Name:..... <u>MICHAEL CORDEIRO</u> .....  | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature:..... <u>[Signature]</u> .....  | 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:..... <u>98 FRANCIS ST</u> .....  | Application Name: WestConnex M4-M5 Link   |
| Suburb:..... <u>LEICHHARDT</u> ..... Postcode:..... <u>2040</u> .....   |   |

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

- Current noise measures – Leichhardt: The EIS states that ‘reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site.’ 96-52) This is not good enough. The EIS does not contain any detail whatsoever of these proposal on which they can comment. In addition, there is no requirement that measures will in fact be introduced to address noise impacts. The approval conditions need to contain detail of specific noise mitigation measures that are mandated and can be enforced.
- Acoustic shed – Leichhardt: The EIS does not require an acoustic shed and states that ‘Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels.’ (6-51) The EIS needs to mandate that these measures are in place. Where mentioned, the acoustic shed that is considered offers the lower grade noise protection. This is despite the fact that 36 ‘sensitive receivers’ are identified in the EIS, who will have extreme noise disturbance through much of the 5-year construction period. In addition, the acoustic shed covers only the spoil and spoil handling area and not the tunnel entrances and exits. The highest level of noise protection, which is only suggested in the EIS, needs to be mandated in the EIS. In addition, the shed needs to cover both the entrance and exit to the site and not simply the spoil handling areas. The independent engineer’s report (commissioned by the Inner West council) states that it is likely, because of the elevated position of the site, that it is likely an acoustic shed will not contain the noise to an acceptable level. In addition, a temporary access tunnel will be built from the top of the site and run directly under homes in James Street. These homes will be unacceptably impacted by the construction noise and truck movements without these additional measures.
- Return of the site after construction – Leichhardt: The Darley Road site will not be returned after the project, with a substantial portion permanently housing a Motorways Operations facility which involves a substation and water treatment plant. This means that the residents will not be able to directly access the North Light rail Station from Darley Road but will have to traverse Canal Road and use the narrow path from the side. In addition the presence of this facility reduces the utility of this vital land which could be turned into a community facility. Over the past 12 months community representatives were repeatedly told that the land would be returned and this has not occurred. We also object to the location of this type of infrastructure in a neighbourhood setting.

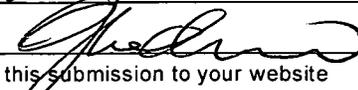
**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name MICHAEL CORDEIRO Email MC5090@gmail.com Mobile 0413656680

|   |  |
|---|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>MICHAEL COADY</i>                     |
|   | Address: <i>98 FRANCIS ST</i>                  |
| Application Number: SSI 7485  | Suburb: <i>LETCHHARDT</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>[Signature]</i>                  |
| Please <u>include</u> my personal information when publishing this submission to your website<br>Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |  |

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

1. I further object to the proposal to the Darley Road civil and tunnel site for the reasons set out in this submission.
2. The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS is riddled with caveats and lacks clear obligations and requirements of project delivery. The additional effect of this is that the community and other stakeholders such as the Council will be unable to undertake compliance activities as the conditions are simply too broad and lack any substantial detail.
3. The impacts in the EIS are misleading because they do not include any detail of the cumulative impact caused by the overlaps in the construction periods of the New M5 and M4 (of up to one year). No additional mitigation or any compensation is offered for residents for these periods (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to multiple WestConnex projects. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure. Nor does the EIS provide for any traffic management to prevent rat running during the period of construction, when Stages 1 and 2 have opened. The EIS should not be approved without this detail and adequate plans to manage this impact.
4. The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)
5. The EIS states that all vegetation on the Darley Road site will be removed. This includes a mature large tree which provides a visual and noise barrier from the City West Link. The tree should not be permitted to be removed.
6. Despite the fact the EIS identifies over 30 homes with severe noise impacts, no mitigation is mandated. While the possibility of noise walls is flagged, along with in-home treatments, none of this is a requirement. Nor is any detail provided on which residents or business owners can comment. No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>PO Box 39, Sydney, NSW, 2001   | Name: <i>MICHAEL CORDEIRO</i>   |
|   | Address: <i>98 FRANCIS ST</i>   |
| Application Number: SSI 7485  | Suburb: <i>LEICHHARDT</i> Postcode <i>2040</i>  |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration : 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:

- Heavy vehicle movements during peak hours – Leichhardt.** The EIS states that 'reasonable and practical management strategies would be investigated to minimize the volume of heavy vehicle movements during peak hours.' (8-53). This is also not acceptable as it is not known what will actually be done to manage this impact. It is not good enough for the EIS, which forms the basis of the approval of this project, to simply mention 'investigations' and not detail a proper plan (on which residents can comment) on management of heavy vehicle movements during peak hours. In addition, Darley Road is very congested from 7am until 9.30am and then from 4pm-6.30pm, well outside the 'peak' periods identified in the EIS. And the impact on traffic will be caused by 'light' vehicles and not simply heavy vehicles. It is clear that there is no plan for managing these vehicle movements. The EIS should not be approved as drafted. It is unacceptable for this volume of vehicles to be proposed for this critical arterial road with no plan for management.
- Light construction vehicle routes –** the EIS acknowledges that these vehicles will use 'dispersed' routes (8-62). In other words, construction vehicles will use and park on local roads. The EIS does not propose any management as to which roads they use. The addition of 70-100 light vehicle movements day in Leichhardt will result in our small, congested streets, which are already at capacity and suffering parking shortages, will have the added impact of workers travelling to and from the site and parking in local streets. There will be rat running. The EIS should provide an agreed route (using arterial roads only) that can be used by all vehicles associated with the project.
- EIS is Indicative only -** The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. This means the community will have limited say in the management of the impacts identified in the EIS. The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions.
- Intersection of James St and City West Link –** The EIS (8-630 indicates that there will be an increase in traffic volume during construction of nearly 400 vehicles during peak hour. The only strategy to manage this is allowing a right-hand turn into James Street. This intersection is the third most dangerous in the inner west (based on TfNSW's own statistics). There is no analysis of crash statistics at this intersection provided in the EIS. The EIS should not be approved in its current form. It needs to provide certainty to the community that they will be able to reasonable access this part of the road network in a timely and safe manner.

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

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

|   |  |
|---|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>MICHAEL CORDEIRO</i>                  |
|   | Address: <i>98 FRANCIS ST</i>                  |
| Application Number: SSI 7485  | Suburb: <i>LEICHHARDT</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>[Signature]</i>                  |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration : 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. Acquisition and demolition of Dan Murphys** – I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the tax payer should not be left to foot the compensation bill in these circumstances. It is also wasteful that several million dollars was spent on renovations, for the entire structure to be demolished less than 18 months later.
- 2. Night works – Leichhardt.** The EIS states that to minimize disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. It is unacceptable that a highly unsuitable site has been selected. And, instead of a proper plan to manage traffic, the EIS contemplates work simply occurring at night. This is objected to in the strongest terms.
- 3. Additional facilities.** The EIS states that the contractor may decide upon additional 'construction ancillary facilities' to the 12 identified in the EIS. The EIS should not be approved on the basis that there may be more unidentified sites taken, as residents will have no opportunity to comment on their impacts. The approval condition should limit any construction facilities to those already notified and detailed in the EIS.
- 4. Permanent substation and water treatment plant** - Residents on Darley Rd opposite the site and residents in Hubert St will have a direct line of sight to the Motorway operation infrastructure. The resultant impact is a permanent degradation of the visual environment, is a loss of amenity and is detrimental to the community. This facility should not be permitted in this location and the EIS needs to demonstrate why it is required at this site. If approved, the facility should be moved to the north of the site out of line of sight of residents. The residual land should be returned for community purposes, such as green space, with future commercial uses ruled out. If the community is forced to endure 5 years of severe disruptions due to this toll road, the compensation should, at the very least, result in the land being returned to the community as green space.
- 5. Noise mitigation – Leichhardt.** The noise mitigation proposed in the EIS is unacceptable. No detail of noise walls is provided, giving residents no opportunity to comment on whether final impacts are acceptable. This is despite the fact 36 homes are identified in the EIS as severely affected by construction noise. The acoustic shed proposed is of the lowest grade and does not cover the entire site, resulting in noise impacts from the movement of trucks in and out of the tunnel access point. The highest grade acoustic shed should be provided, with the shed covering the entire site. The additional noise mitigation such as noise walls, need to be set out in detail so that residents can properly comment on the impacts.

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001   | Name: <i>MICHAEL COADETTO</i>   |
|  | Address: <i>98 FRANCIS ST</i>   |
| Application Number: SSI 7485   | Suburb: <i>LEICHHARDT</i> Postcode <i>2040</i>  |
| Application Name: WestConnex M4-M5 Link  | Signature:  |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration: 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:

- Traffic operational modelling – Leichhardt.** The EIS does not provide any operational modelling for the Darley Road area (8-11), despite the fact 170 vehicles a day are proposed to enter this highly congested (during peak hours) area. Darley Road is a critical arterial road for commuters accessing the City West Link and this analysis should be provided so that impacts can be properly assessed.
- Crash statistics – City West Link and James St intersection.** The EIS only analyses crash statistics near the interchanges. It does not provide any detail as to the number of crashes at the James St/City West Link intersection which, on Transport for NSW's own figures, is the third most dangerous intersection in the inner west. Nor does it comment on the two fatalities that occurred on Darley Road near the proposed construction site. The EIS needs to detail the increased risk in crashes that will be caused by the additional 170 vehicles a day that are proposed to enter and leave Darley Road during the construction period. The EIS needs to detail how this risk of crashes will be managed to an acceptable level, which it does not.
- Worker parking – Leichhardt.** There is provision in the EIS for only a dozen worker car parks and no provision for the 100 or so workers who will be permanently based at the Darley Road site for up to five years. A major construction site project should not be permitted in a neighbourhood area without allocated parking for **all** workers. No other business would be permitted to be established without this requirement being satisfied – why is it acceptable for this project? In addition, the EIS proposes the removal of 20 car spaces used by residents on Darley Road and will remove the 'kiss and ride' facility at the light rail stop. This will result in residents being unable to park in their own street and will increase noise impacts from workers doing shift changeovers 24 hours a day. The EIS needs to mandate the use of public transport or provide for workers to be bussed in if adequate allocated parking is not provided.
- Number of vehicle movements – Leichhardt.** The EIS states that there will be 170 heavy and light vehicle movements a day during construction (5 years). There is no guarantee that these figures are accurate as they are indicative only. The effect of these movements will be drastically increased commuter times for anyone accessing the City West Link during peak periods. The Darley Road site is equally busy on Saturday and this is not accounted for or acknowledged in the EIS. The EIS should not permit this number of vehicle movements and should be rejected on this basis as there is no plan as to how this will be managed. Referring to a future traffic management plan is inadequate – there is no guarantee that any such plan will be able to manage this traffic impact to an acceptable level.
- Access routes – Leichhardt.** The EIS states that all construction vehicles will enter and leave via Darley Road. Although near the City West Link, Darley Rd abuts a large number of small, local streets and homes and streets near Darley Road will be impacted by a heavy vehicle movement every 3-4 minutes. This is an unacceptable impact. No heavy or light vehicle movements should be permitted on Darley Road whatsoever and an alternative route which does not involve Darley Road is the only route that should be approved.

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

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

|  |   |
|--|---|
| Submission from:   | Submission to:  |
| Name: <u>MICHAEL COABURO</u>   | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature: <u>[Handwritten Signature]</u>  | Attn: Director – Transport Assessments  |
| <small>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.</small> | Application Number: SSI 7485 Application  |
| Address: <u>98 CANON ST,</u>   | Application Name: WestConnex M4-M5 Link   |
| Suburb: <u>LEICHHARDT</u> Postcode: <u>2040</u>  |   |

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

- Worker car parking – Leichhardt: The EIS does not provide appropriate parking for the estimated 100 or so workers that the EIS states will work every day at the site, while other equivalent sites have allocated parking for such workers (Northcote Civil site (150)) and Parramatta Road East Civil site (140). It is also noted that the EIS provides for loss of 20 residential parks on Darley Road. Local streets are at capacity already because of the lack of off-street parking for many residents and the Light Rail stop which means that commuters use local streets. The EIS states that workers 'will be encouraged to use public transport.' The reference to The EIS needs to mandate that no trucks or construction vehicles are to park in local streets. There needs to be a requirement that is enforceable that workers use the Light Rail stop which is adjacent to the site or a plan to bus in workers.
- Accidents – Leichhardt: I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. The traffic forecasts indicate that Darley Road will have 170 heavy and light vehicle movements a day. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west. The addition of hundreds of heavy truck movements a day into that intersection will increase the risk of serious accidents for both pedestrians and drivers. The EIS states that the levels of service are expected to Darley Road is directly next to the North Leichhardt Light Rail stop which is a pedestrian hub. Children travelling to school walk to the stop. Active transport users such as bicycle riders will be at risk, along with pedestrians using Canal Road to access the Bay Run, Leichhardt pool and the dog park.
- Traffic – Leichhardt: I object to the location of the Darley Road civil and construction site because the site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. It is already congested at peak hours and the intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

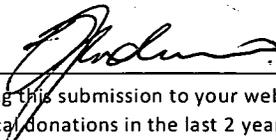
|  |   |
|--|---|
| Submission from:   | Submission to:  |
| Name:..... <u>MICHAEL CORDEIRO</u> .....   | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature:..... <u>[Signature]</u> .....   | Attn: Director – Transport Assessments  |
| Please <b>include</b> my personal information when publishing this submission to your website<br>Declaration: <b>HAVE NOT</b> made any reportable political donations in the last 2 years. | Application Number: SSI 7485 Application  |
| Address:..... <u>98 FRANCIS ST</u> .....   | Application Name: WestConnex M4-M5 Link   |
| Suburb:..... <u>LEICHHARDT</u> ..... Postcode... <u>2040</u>   |   |

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

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

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

Name MICHAEL CORDEIRO Email MC5090@gmail.com Mobile 0413656680

|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>MICHAEL CORDEIRO</i>   |
|   | Address: <i>98 FRANCIS ST, LEICHHARDT</i>   |
| Application Number: SSI 7485  | Suburb: <i>LEICHHARDT</i> Postcode <i>2040</i>  |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <u>include</u> my personal information when publishing this submission to your website<br>Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |   |

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

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

|   |  |
|---|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>MICHAEL CORDEIRO</i>                  |
|   | Address: <i>98 FRANCIS ST</i>                  |
| Application Number: SSI 7485  | Suburb: <i>LEICHHARDT</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>[Signature]</i>                  |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration : 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.

---

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

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

|  |   |
|--|---|
| Submission from:   | Submission to:  |
| Name:..... <u>MICHAEL CORDOTRO</u>   | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature:..... <u>[Signature]</u>   | Attn: Director – Transport Assessments  |
| Please <b>include</b> <del>of</del> 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:..... <u>98 FRANCOIS ST</u>  | Application Name: WestConnex M4-M5 Link   |
| Suburb:..... <u>LEICHHARDT</u> Postcode..... <u>2040</u>   |   |

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

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

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

Name MICHAEL CORDOTRO Email MC5090@gmail.com Mobile 0413656680

|  |  |
|--|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: <i>MICHAEL CORDEIRO</i>                  |
|  | Address: <i>98 FRANCIS ST</i>                  |
| Application Number: SSI 7485   | Suburb: <i>LEICHHARDT</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link  | Signature: <i>[Signature]</i>                  |
| Please <u>INCLUDE</u> my personal information when publishing this submission to your website  |  |
| Declaration : I <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. **No need for 'dive' site – Leichhardt:** There is no need for the Darley Road site, other than a time saving (tunneling) of several months. It is unacceptable that the community should be forced to endure 5 years of severe disruption to accommodate the timetable of the private contractors. The EIS should not be approved on the basis that it contains provision for the Darley Road site without any proper justification as for its need.
2. **Truck routes – Leichhardt:** No trucks should be permitted on Darley Road or local roads in Leichhardt or Lilyfield. The EIS proposes that all trucks will arrive at the Darley Road civil and tunnel site from Haberfield and travel along Darley Road to the site, with a right-hand turn now permitted into James Street. The proposed route will result in a truck every 3-4 minutes for 5 years running directly by the small houses on Darley Road. These homes will not be habitable during the five-year construction period due to the unacceptable noise impacts. The truck noise will be worsened by their need to travel up a steep hill to return to the City West Link, so the noise impacts will affect not just those homes on or immediately adjacent to Darley Road. The proposal to run trucks so close to homes is dangerous and there have been two fatalities on Darley Road at the proposed site location. The EIS does not propose any noise or safety barriers to address this. Despite the unacceptable impact to nearby homes, there is no proposal for noise walls, nor any mitigation to individual homes.
3. **Alternative access route for trucks – Leichhardt:** The EIS states that there are 'investigations' occurring into alternative access to the Darley Road site. The EIS does not provide any detail on which residents can comment about alternative access which would keep trucks off Darley Road. The plans for alternative access should be expedited. It should be a condition of approval that the alternative access is confirmed and that no spoil trucks are permitted to access Darley Road due to the unacceptable noise, safety and traffic issues that the current proposal creates.
4. **Vegetation: Leichhardt.** The mature trees on the Darley Road site should be preserved. If any trees are removed during construction it should be a condition of approval that they are replaced with mature trees.
5. **Permanent substation and water treatment plant – Leichhardt:** I object to the location of this facility in our neighbourhood as out of step with the surroundings. If it is retained, then it should be moved to the north of the site, out of view from homes. The residual land should be returned for community purposes such as parkland.

---

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001   | Name: <i>MICHAEL CORBETTA</i>                  |
| Application Number: SSI 7485   | Address: <i>98 FRANCIS ST</i>                  |
| Application Name: WestConnex M4-M5 Link  | Suburb: <i>LEICHHARDT</i> Postcode <i>2040</i> |
| Signature: <i>[Signature]</i>  |  |
| Please include my personal information when publishing this submission to your website<br>Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |  |

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

1. I object to the selection of Darley Road as a civil and construction site on the following grounds.
2. The period of construction proposed is unacceptably long. Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years while the EIS states that it will be operational for 5 years. This period creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.
3. The noise impacts of construction are not able to be mitigated to an acceptable level and the EIS should not be approved on this basis. The EIS states that 36 homes will have unacceptable noise impacts for extended periods at the Darley road construction site. The EIS does not mention the cumulative impact of aircraft noise in the Leichhardt or St Peters area, and therefore does not reflect the true impact of construction noise on the amenity of nearby residents and businesses.
4. No truck movements should be permitted on Darley Rd or any local roads in Leichhardt or adjoining suburbs. The EIS should not be approved on its current basis which provides for 170 heavy and light vehicles accessing Darley Road on a daily basis. This will create unacceptable safety issues and noise impacts for adjacent homes while also compromising pedestrian and bicycle access to the light rail and bay run. It will also lead to truck chaos on this critical arterial road providing access to and across the City West Link. The EIS states that an alternative truck movement is proposed which involves use of the City West Link and no need for spoil trucks to access Darley Road. I object to the selection of the Darley Rd site altogether, but propose this alternative, which appears to represent the least worst impact, should be chosen if this site is to be used.
5. I object to the number of truck movements proposed at the Darley Road site. The EIS states that there will be daily movements of 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College. The EIS states that an alternative truck movement is proposed which involves use of the City West Link with no trucks to access Darley Road. The selection of Darley Road should not be approved if it involves any truck movements on Darley Road, as is currently provided.
6. No workers associated with the WestConnex project should be permitted to park on local streets. Parking is at a premium in this area and many residents do not have off-street parking. The removal of 20 car spaces for five years as is proposed on Darley Road will worsen this situation as will the removal of 'kiss and ride facilities' at the light rail. There is also a pre-DA application for 120 units on William Street which is not taken into account in the EIS. This will place further stress on parking. The EIS needs to outright prohibit any worker parking on local streets and provide a plan for enforcement (to be paid for by my SMC and not by the Inner West Council).

**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:

John Osmond

Signature:

[Handwritten Signature]

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

Address:

29 Beaufeld St

Suburb:

Barrman

Postcode

2001

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

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

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

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

**Attention Director**

Application Number: SSI 7485

Infrastructure Projects, Planning  
Services,Department of Planning and  
Environment

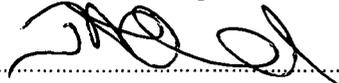
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5  
Link

Name:

JOHN OSMOND

Signature:

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

Address:

29 BRADFORD ST

Suburb:

Burrumbidgee

Postcode

2041

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

- Worker car parking – Leichhardt: The EIS does not provide appropriate parking for the estimated 100 or so workers that the EIS states will work every day at the site, while other equivalent sites have allocated parking for such workers (Northcote Civil site (150)) and Parramatta Road East Civil site (140). It is also noted that the EIS provides for loss of 20 residential parks on Darley Road. Local streets are at capacity already because of the lack of off-street parking for many residents and the Light Rail stop which means that commuters use local streets. The EIS states that workers 'will be encouraged to use public transport.' The reference to The EIS needs to mandate that no trucks or construction vehicles are to park in local streets. There needs to be a requirement that is enforceable that workers use the Light Rail stop which is adjacent to the site or a plan to bus in workers.
- Accidents – Leichhardt: I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. The traffic forecasts indicate that Darley Road will have 170 heavy and light vehicle movements a day. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west. The addition of hundreds of heavy truck movements a day into that intersection will increase the risk of serious accidents for both pedestrians and drivers. The EIS states that the levels of service are expected to Darley Road is directly next to the North Leichhardt Light Rail stop which is a pedestrian hub. Children travelling to school walk to the stop. Active transport users such as bicycle riders will be at risk, along with pedestrians using Canal Road to access the Bay Run, Leichhardt pool and the dog park.
- Traffic – Leichhardt: I object to the location of the Darley Road civil and construction site because the site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. It is already congested at peak hours and the intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

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

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

**Attention Director**

Application Number: SSI 7485

Infrastructure Projects, Planning  
Services,Department of Planning and  
Environment

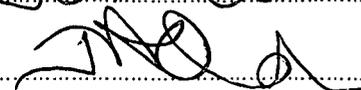
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5  
Link

Name:

JOHN OSMOND

Signature:

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

Address:

29 BRADFORD ST

Suburb:

BRUNNAN

Postcode

2041

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

- Current noise measures – Leichhardt: The EIS states that 'reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site.' 96-52) This is not good enough. The EIS does not contain any detail whatsoever of these proposal on which they can comment. In addition, there is no requirement that measures will in fact be introduced to address noise impacts. The approval conditions need to contain detail of specific noise mitigation measures that are mandated and can be enforced.
- Acoustic shed – Leichhardt: The EIS does not require an acoustic shed and states that 'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels.' (6-51) The EIS needs to mandate that these measures are in place. Where mentioned, the acoustic shed that is considered offers the lower grade noise protection. This is despite the fact that 36 'sensitive receivers' are identified in the EIS, who will have extreme noise disturbance through much of the 5-year construction period. In addition, the acoustic shed covers only the spoil and spoil handling area and not the tunnel entrances and exits. The highest level of noise protection, which is only suggested in the EIS, needs to be mandated in the EIS. In addition, the shed needs to cover both the entrance and exit to the site and not simply the spoil handling areas. The independent engineer's report (commissioned by the Inner West council) states that it is likely, because of the elevated position of the site, that it is likely an acoustic shed will not contain the noise to an acceptable level. In addition, a temporary access tunnel will be built from the top of the site and run directly under homes in James Street. These homes will be unacceptably impacted by the construction noise and truck movements without these additional measures.
- Return of the site after construction – Leichhardt: The Darley Road site will not be returned after the project, with a substantial portion permanently housing a Motorways Operations facility which involves a substation and water treatment plant. This means that the residents will not be able to directly access the North Light rail Station from Darley Road but will have to traverse Canal Road and use the narrow path from the side. In addition the presence of this facility reduces the utility of this vital land which could be turned into a community facility. Over the past 12 months community representatives were repeatedly told that the land would be returned and this has not occurred. We also object to the location of this type of infrastructure in a neighbourhood setting.

**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

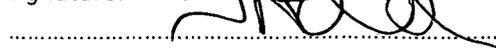
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5  
Link

Name:

JOHN OSMOND

Signature:

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

Address:

29 BRADFORD ST

Suburb:

BRAUNTON

Postcode

2031

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

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

**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:

John Osmow

Signature:

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

Address:

19 Blaxford St

Suburb:

BAMMING

Postcode

2041

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

- Management of potential impacts – Leichhardt: The EIS states that a Construction traffic and Access Management plan (CTAMP) would be prepared to minimise delays and disruptions and identify changes to ensure road safety. The plans are not in the EIS so residents cannot comment. The EIS should be rejected on the basis that the impacts on traffic and safety are not adequately addressed. It is inadequate to simply refer to a plan, with no provision for residents and other key stakeholders to be involved in its development.
- Local road diversions and closures – Leichhardt: The EIS states that these will occur near the Darley Road site. There is no detail provided, nor is there a process by which residents can influence such decisions. The Inner West Council's documents state that Darley Road is not built to normal road requirements and safety standards, as it was established as an access road for the former goods line. Two fatalities have occurred near the site location, with many accidents. The Council has been trying to make Darley Road a safer route for many years. Elwick Street North for example was partially closed as a result of a fatality. The approval conditions need to make it clear that all road closures need to be made in consultation with residents affected and that the safety issues are adequately addressed. No arterial traffic from Darley Road should be allowed to be diverted onto narrow local roads.
- Environmental issues - Substation and water treatment plant – Leichhardt: The EIS states that darley Road is a contaminated site, and likely has asbestos. The proposal is that 'treated' water will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons. There is no detail of the ongoing Motorway maintenance activities during operation provided in the EIS. The community therefore cannot comment on the impact that this ongoing facility will have on the locality. This component of the EIS should not be approved as this information is not provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.
- Flooding – Leichhardt: The EIS states that there may be impacts from flooding which, amongst other things, may disrupt drainage systems. There is no detail as to how the issues with flooding at Darley Road will be managed and on their potential impact on the area. (Executive Summary, xxi)

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

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

**Attention Director**

Application Number: SSI 7485

Infrastructure Projects, Planning  
Services,Department of Planning and  
Environment

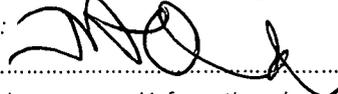
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5  
Link

Name:

JOHN OSMOND

Signature:

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

Address:

29 BRADFORD ST

Suburb:

BRADFORD

Postcode

2041

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

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

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

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

**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:

JOHN OSMOND

Signature:

[Handwritten Signature]

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

Address:

29 BLADFORD ST

Suburb:

Barramundi

Postcode

2041

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

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

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

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

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

Name: Annabel Shumada

Signature: A. Shumada

Please include / delete (cross out or circle) my personal information when publishing this submission to your website Declaration : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 76 Edith St.

Suburb: Leichhardt Postcode: 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

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

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

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

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

Name: Annabel Shimada

Signature: A. Shimada

Please **include / delete (cross out or circle)** my personal information when publishing this submission to your website **Declaration : I HAVE NOT** made any reportable political donations in the last 2 years.

Address: 76 Edith St

Suburb: Leichhardt Postcode: 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- This EIS provides no basis on which to approve such a complex project including the building of interchanges underneath Sydney suburbs Rozelle and Leichhardt. It would be absurd to approve the building of up to three tunnels under people's homes on the basis of such flimsy information.
- Hundreds of risks associated with this project have not been assessed but have instead been deferred to a detailed design stage into which the public will have no input. I call on the Department of Planning to reject this inadequate EIS that has been prepared by AECOM that has multiple commercial interests in WestConnex.
- The EIS at 7-25 refers to 876 comments (limited to 140 characters) made via the collaborative map on the Concept Design 'up to July' that were considered in the preparation of the EIS. It does not mention the many hundreds of extended written submissions that were lodged in late July and early August. These critical 'community engagement' feedback submissions have clearly not been considered in the preparation of the EIS. This casts doubt over the integrity of the entire EIS process.
- Increased traffic congestion in areas around portals will increase pollution along roadsides, with predicted adverse impacts on breathing and through long-term carcinogenic effects. The maps and analysis of the pollution effects in the EIS should be presented in a way that enables them to be understood by ordinary citizens. Instead information is presented in a way that is deliberately obscure and hard to interpret.
- This EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain – and is certainly not included here.
- EIS 6.1 (Synthesis, Page 45) states. "..... this may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval". It is unstated just who would have responsibility for such a "review(ed) for consistency", and how these changes would be communicated to the community. The EIS should not be approved till significant 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment (ie : the Sydney Water Tunnels issues at 12-57)
- The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1,000s more per day onto the roads to the Airport which are already at capacity.
- There has been no 'meaningful' consultation with the community. Some areas affected by M3/M5 have not even been letterboxed by SMC. These include St Peters and sections of Erskineville. The SMC received hundreds of submissions on its concept design and failed to respond to any of these before lodging this EIS.
- Unfiltered stacks anywhere in Sydney are not unacceptable. There must be a review of the NSW government's unacceptable policy on this issue. I am appalled that the ex Minister for Planning Rob Stokes who approved the New M5 and unfiltered stacks in St Peters and Haberfield would declare that he would not have them in his own area. How can residents have any trust in a process that is underpinned by such hypocrisy.
- The EIS at 7-51 refers to concerns that were raised by the community that the alignment of tunnels in Newtown appeared to go to the east of King Street, an area that had had no geotech drilling or testing. SMC staff indicated at Community information

**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: Annabel Shimada

Signature: A. Shimada

Please **include / delete (cross out or circle)** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 76 Edith St.

Suburb: Leichhardt Postcode: 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

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

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

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

|   |  |
|---|--|
| Submission to : Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 | Name: <i>Annabel Shumada</i><br>Signature: <i>A. Shumada</i>   |
| Attention: Director – Transport Assessments   | <i>Please include / delete (cross out or circle) my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.</i> |
| Application Number: SSI 7485 Application<br>Name: WestConnex M4-M5 Link                                       | Address: <i>76 Edith St.</i><br>Suburb: <i>Leichhardt</i> Postcode <i>2040</i>   |

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

- SMC have made it all but impossible for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. Monday and Wednesday: 10am to 7pm. Tuesday: 10am to 6pm. Thursday and Friday: 10am to 5pm. Saturday and Sunday: 11am to 4pm. This restricted access does NOT constitute open and fair community engagement.
- Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware and Enmore Roads and through the streets of Erskineville and Alexandria.
- The EIS at 12-57 describes potentially serious problems where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs. Why is SMC proposing tunnelling within metres of these critical services when no accurate surveying has been done? And when there is only limited information available about the strength of these water tunnels? The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects?
- There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.
- I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
- EIS 6.1 (Synthesis, Page 45) describes the Process for addressing project uncertainties. *"The EIS is based on the concept design developed for the project. As such, it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in Chapter 1, construction contractors (for each stage of the project) would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval"*. The EIS should not be approved till the bulk of these 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment.
- I object to the publication of this EIS only 14 days after the final date for submission of comments on the concept design. At the time this EIS was approved for publication, there had been no public response to the public submissions on the design. It was not possible that the community's feedback was considered let alone assessed before the EIS model was finalised. The rushed process exposes the fundamental lack of integrity in the feedback process and treats the community with contempt.
- Stage 3 is the most complex and expensive stage of WestConnex, yet there are no detailed construction plans. It is not enough to say there will be mitigation if negative impacts unfold. An EIS should assess risks and be able to predict whether they are worth risking and if so, what mitigation should be necessary.
- The assessment and solution to potentially serious problems described in the EIS at 12-57 (where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs) is *"based on assumptions about the strength and stiffness of the water tunnels given that limited information about the design and condition of these assets was available. Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water assets. A detailed assessment would be carried out in consultation with Sydney Water to demonstrate that construction of the M4-M5 Link tunnels would have negligible adverse settlement or vibration impacts on these tunnels. A settlement monitoring program would also be implemented during construction to validate or reassess the predictions should it be required."* The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.

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

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

|   |   |
|---|---|
| Submission to:<br>Planning Services<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW 2001 | Name: RUTH MALEOD<br>Signature: Ruth Maleod   |
| Attention: Director – Transport Assessments   | Please <b>include / delete (cross out or circle)</b> my personal information when publishing this submission to your website.<br><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: 21 BALCAST POINT RD<br>Suburb: BIRCHGROVE Postcode: 2044   |

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.

|  |   |
|--|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001   | Name: <i>ANDREW GRAHAM</i>                      |
|  | Address: <i>19 ELSWICK ST</i>                   |
| Application Number: SSI 7485   | Suburb: <i>LEICHHARDT.</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link  | Signature: <i>Andrew R. Graham</i>              |
| Please <b>include / delete (cross out or circle)</b> my personal information when publishing this submission to your website<br>Declaration : 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 decision to build a three-stage tollway instead of expanding public transport has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
- ❖ The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city.
- ❖ There will be 100 workers a day on the site, with provision for only 10-20 car spaces and there is a concession that local streets will be used, who will be 'encouraged' to use public transport. Our experience with the major construction sites in Haberfield, and St Peters that public transport is not used by the workers and that despite the fact they are not supposed to do so, they park in our local streets and cause strife with our residents.
- ❖ The EIS at 7-21 states that Community update Newsletters were distributed to residents 'near the project footprint' in many suburbs. This statement is simply not correct. No such newsletters were received by residents in central and northern Newtown. SMC was made aware of this fact, but has not responded to verbal and written requests for audited confirmation of the addresses 'letterboxed'. This statement of community engagement should be rejected by the Department.
- ❖ Darley Road is confirmed as a 'civil and tunnel site (dive site) with a 'Motorway Operations' site at one end for machinery during the build and will then house permanent water treatment facilities, despite evidence tendered to the Concept Design explaining that this intersection has an high accident rate and is completely unsuitable for such a purpose.
- ❖ I do not accept that King Street traffic congestion will be improved by this project, There should be a complete review of the traffic modelling that does not appear to take sufficient notice of the impact of pouring 51000 extra cars down Euston Rd on top of increases in population in the area. Given that there is no outlet between the St Peters and Haberfield or Rozelle, all traffic going to the CBD, East or into the Inner West will use local roads.
- ❖ I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed. There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
- ❖ Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?
- ❖ I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.
- ❖ An on-line interactive map was published with the M4-M5 Concept Design that indicated a very wide yellow 'swoosh' that is upwards of a kilometre wide in some sections of the M4-M5 proposals. SMC have NEVER publicly published or acknowledged that the contractor to be appointed to build the tunnels will be 'encouraged' to do so within the yellow swoosh footprint, but may go outside the indicative swoosh area if found necessary after further geotech and survey work. The proposed Sydney Water Tunnels surveys (EIS 12-57) could potentially see a dramatic change in the tunnel alignments in the Newtown area. Why were these surveys not done during the past three years such that 'definitive' rather than 'indicative' alignments could be published. The EIS should be withdrawn till such time that it is a true and fair 'definitive' document open for genuine public comment.

**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:** Andrew Graham <campaigns@good.do>  
**Sent:** Saturday, 14 October 2017 8:23 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 endorse the arguments as outlined below in opposing the construction of WestConnex. Alternatives to road building are what is needed via State Government infrastructure spending. As what follows makes clear, any real regard for public opinion in the Inner West (and in the overwhelming majority of public submissions to the two previous EIS Reports) supports the money being spent on public transport systems instead. Light rail on Parramatta Road is one essential ingredient if traffic congestion is to be seriously addressed and alleviated in future. It is extremely politically unwise to continue to expand road systems for motor vehicles and will only worsen the quality of life for Sydney's citizens.

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

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

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

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

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

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

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

I object to the use of Darley Rd, Leichhardt as a dive site. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of

Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges and anyone who have driven there knows, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

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

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

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

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, Andrew Graham 19 Elswick St, Leichhardt NSW 2040, Australia

---

This email was sent by Andrew Graham 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 Andrew provided an email address (pwyn2267@uni.sydney.edu.au) which we included in the REPLY-TO field.

Please reply to Andrew Graham at pwyn2267@uni.sydney.edu.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)

23-9-17

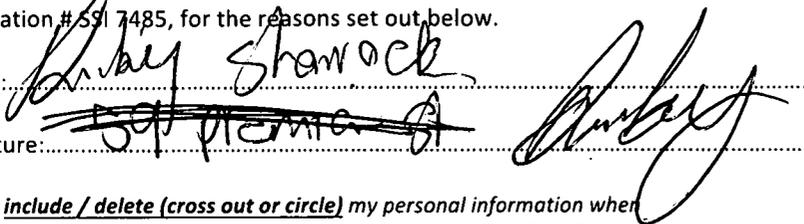
|   |  |
|---|--|
| Submission to:<br>Planning Services<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW 2001 | Name: Sandra Weeyerings<br>Signature: <i>S Weeyerings</i>  |
| Attention: Director – Transport Assessments   | Please <b>include / delete (cross out or circle)</b> my personal information when publishing this submission to your website.<br><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: 7 MacKenzie St<br>Suburb: Rozelle Postcode: 2039  |

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.

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

Name: Libby Shawock

Signature: 

Please **include / delete (cross out or circle)** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address: 59 Premier St

Suburb: Marrickville

Postcode: 2204

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- ✚ The EIS at 12-57 describes potentially serious problems where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs. Why is SMC proposing tunnelling within metres of these critical services when no accurate surveying has been done? And when there is only limited information available about the strength of these water tunnels? The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- ✚ Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects?
- ✚ There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.
- ✚ I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
- ✚ SMC have made it all but impossible for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. Monday and Wednesday: 10am to 7pm. Tuesday: 10am to 6pm. Thursday and Friday: 10am to 5pm. Saturday and Sunday: 11am to 4pm. This restricted access does NOT constitute open and fair community engagement.
- ✚ Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware and Enmore Roads and through the streets of Erskineville and Alexandria.
- ✚ EIS 6.1 (Synthesis, Page 45) describes the Process for addressing project uncertainties. "The EIS is based on the concept design developed for the project. As such, it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in Chapter 1, construction contractors (for each stage of the project) would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval". The EIS should not be approved till the bulk of these 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment.
- ✚ I object to the publication of this EIS only 14 days after the final date for submission of comments on the concept design. At the time this EIS was approved for publication, there had been no public response to the public submissions on the design. It was not possible that the community's feedback was considered let alone assessed before the EIS model was finalised. The rushed process exposes the fundamental lack of integrity in the feedback process and treats the community with contempt.
- ✚ Stage 3 is the most complex and expensive stage of WestConnex, yet there are no detailed construction plans. It is not enough to say there will be mitigation if negative impacts unfold. An EIS should assess risks and be able to predict whether they are worth risking and if so, what mitigation should be necessary.
- ✚ The assessment and solution to potentially serious problems described in the EIS at 12-57 (where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs) is "based on assumptions about the strength and stiffness of the water tunnels given that limited information about the design and condition of these assets was available. Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water assets. A detailed assessment would be carried out in consultation with Sydney Water to demonstrate that construction of the M4-M5 Link tunnels would have negligible adverse settlement or vibration impacts on these tunnels. A settlement monitoring program would also be implemented during construction to validate or reassess the predictions should it be required." The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.

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

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

23/9/17

|  |   |
|--|---|
| Submission to:<br>Planning Services<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW 2001<br><br>Attention: Director – Transport<br>Assessments<br><br>Application Number: SSI 7485 Application<br>Name: WestConnex M4-M5 Link | Name: JUDY JONES  |
|  | Signature: J. Jones<br>Please <b>include / delete (cross out or circle)</b> my personal information when publishing this submission to your website.<br><b>Declaration: I HAVE NOT</b> made any reportable political donations in the late 2 years. |
|  | Address: S SLADE ST<br>Suburb: ROZELLE Postcode: 2039   |

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!**

23/9/17

Name: JUDY JONES

Signature: J. Jones

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: 5 SLADE ST

Suburb: ROZELLE Postcode: 2039

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, UTS and the CBD.
9. The proposed building of a park in the area of the Goods Yard right in the middle of a large number of exit portals and **poisonous smoke stacks** borders on being criminally negligent. This new **"recreational area"** will be subject to the dangerous invisible particulates of 2.5 microns and smaller so many residents and children will be unaware that they are being poisoned. **All evidence shows that these particulates are linked with increased cases of asthma, lung disease, cancer and stroke** placing further pressure on our already overloaded health system.
10. If stage 3 of the Westconnex project is completed, it is predicted that by 2033, reductions in peak travel times from Western Sydney to the airport and to the Botany Port area will be **miniscule**. Parramatta to Sydney airport will save **10 minutes**, between Burwood and Sydney Airport the time saved will be **5 minutes** and between Silverwater and Port Botany the time saved will be **10 minutes**. These are only the best predictions put forward and time savings may in fact be much less. The whole rationale for building this wasteful **18 billion dollar** polluting project was precisely for that reason... to reduce travel times..

23-9-17

|   |  |
|---|--|
| Submission to:<br>Planning Services<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW 2001 | Name: JUDY JONES<br>Signature: J-Jones   |
| Attention: Director – Transport<br>Assessments  | Please <b>include / delete (cross out or circle)</b> my personal information when publishing this submission to your website.<br><b>Declaration: I HAVE NOT</b> made any reportable political donations in the late 2 years. |
| Application Number: SSI 7485 Application<br>Name: WestConnex M4-M5 Link                                       | Address: S SLADE ST<br>Suburb: ROZELLE Postcode: 2039  |

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

**Attention:** Director, Transport Assessments

**Application Number:** SSI 7485

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

23 Sept 2017

**Name:** JUDY JONES

**Signature:** J. Jones

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:** 22/9/2017

**Address:** 5 SLADE ST

**Suburb:** ROZELLE **Postcode:** 2039

**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 concerningly, 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

23-9-17

Name: JUDY JONES

Signature: J. Jones

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: S SLADE ST

Suburb: ROZELLE

2039  
Postcode:

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

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

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

Attention Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

23/9/17

Name: JUDY JONES

Signature: J. Jones

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: 5 SLADE ST

Suburb: ROZELLE

2039  
Postcode

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

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

Attention Director

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

Name: *Daniel Stapleton*  
Address: *103 82 Macdonald St Erskineville*  
Application Number: SSI 7485

Suburb: \_\_\_\_\_ Postcode \_\_\_\_\_

Application Name: WestConnex M4-M5 Link

Signature: 

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

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

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

1. I strongly object to the **unknown hazard** associated with two different tunnelling operations taking place in close proximity in time and location - the deep tunnelling for the M4-M5 link and the tunnelling for the new Sydney Metro in the same area - Tempe, Sydenham, St Peters, Newtown and Camperdown. The impact of this combined tunnelling is an unknown hazard to the soundness of the residences and buildings above, many of them very old and heritage listed. This is a serious community safety issue and residents who experience damage will be caught between 2 separate contractors for repairs and compensation.
2. I object to the issue of this EIS only 14 days after the deadline for submission of comments on the concept design. The formal response to the 1000s of comments and submissions on the design, released only after the EIS, cannot possibly be based on a full assessment and consideration of the community responses. This is an insult to the community and questions the integrity of the entire EIS process.
3. The decision to build a three-stage tollway of the scale and complexity proposed and that has never been built before is risking community safety and state resources. I strongly object to that fact that this risk has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
4. The original objectives of WestConnex was to improve road and freight access to Sydney Airport and to Port Botany with the Interchange now being built at St Peters located much closer to the airport. This contradicts the stated purpose of the extension of the M4. Now both the new M5 and the new M4-M5 Link will dump 1000s more cars per day onto the roads to the airport which are already over-crowded and competing with freight transport. I strongly object to the impact of the M4/M5 link as it fails to meet the original purpose and provide a sustainable rail link to enable freight to be moved out of the city and commuters to travel by public transport.
5. Across all 3 stages the business case has not taken into account the external costs of these massive road projects in air pollution for human and environmental health, in adding fossil fuel emissions to increase global warming effects, and in the economic and social costs of the disruption to human activities, of displacement of people and businesses and of the destruction of community cohesion and amenity. These external costs far outweigh any benefits from building roads which poorly serve people's transport needs but instead enrich private corporations.
6. The high cost of the tolls has already resulted in an increase in traffic on Parramatta Rd immediately the new M4 tolls were activated. Their anticipated annual increase will likely mean that more and more commuters will seek to avoid the expensive tolls. It makes sense to expect the same effect on the roads around the St Peters Interchange, including the Princes Highway, King St, Edgeware Rd and Enmore Rd and though the streets of Erskineville and Alexandria. The increasing numbers of vehicles will mean more vehicle pollution in the area (known to have adverse effects on breathing and also to be carcinogenic). A viable public train system would easily and effectively manage commuter traffic without the requirement for expensive private tollways.

---

**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:<br>Name: <u>JESSICA DOUGLAS-HENLEY</u><br>Signature:   | Submission to:<br>Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001<br><br>Attn: Director – Transport Assessments<br><br>Application Number: SSI 7485 Application<br><br>Application Name: WestConnex M4-M5 Link |
| 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.<br>Address: <u>309 Ersvick St</u><br>Suburb: <u>LEICHHARDT</u> Postcode: <u>2040</u> |  |

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

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

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

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

|   |   |
|---|---|
| Submission from:  | Submission to:  |
| Name:..... <i>ANNE A. WARE</i> .....  | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature:..... <i>[Signature]</i> .....  | 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: ..... <i>2021 FLOOD ST</i> .....   | Application Name: WestConnex M4-M5 Link   |
| Suburb: ... <i>LEICHHARDT</i> ..... Postcode: <i>2041</i>   |   |

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

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

|   |   |
|---|---|
| Submission from:  | Submission to:  |
| Name:..... <u>ANGELA WHITE</u> .....  | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature:..... <u>[Signature]</u> .....  | 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: ..... <u>201 FLOOD ST</u> .....  | Application Name: WestConnex M4-M5 Link   |
| Suburb: ..... <u>LEICHHARDT</u> ..... Postcode. <u>2040</u> .....   |   |

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

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

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

Name A WHITE Email angela2012white@gmail.com Mobile 0225 279 742

|   |   |
|---|---|
| Submission from:  | Submission to:  |
| Name:..... <i>ANGELA WHITE</i> .....  | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature:..... <i>[Signature]</i> .....  | 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:..... <i>201 FLOOD ST</i> .....   | Application Name: WestConnex M4-M5 Link   |
| Suburb:..... <i>LEICHHARDT</i> .....Postcode... <i>2040</i>   |   |

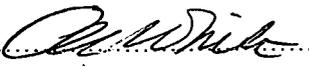
I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application.

- Current noise measures – Leichhardt: The EIS states that 'reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site.' (96-52) This is not good enough. The EIS does not contain any detail whatsoever of these proposal on which they can comment. In addition, there is no requirement that measures will in fact be introduced to address noise impacts. The approval conditions need to contain detail of specific noise mitigation measures that are mandated and can be enforced.
- Acoustic shed – Leichhardt: The EIS does not require an acoustic shed and states that 'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels.' (6-51) The EIS needs to mandate that these measures are in place. Where mentioned, the acoustic shed that is considered offers the lower grade noise protection. This is despite the fact that 36 'sensitive receivers' are identified in the EIS, who will have extreme noise disturbance through much of the 5-year construction period. In addition, the acoustic shed covers only the spoil and spoil handling area and not the tunnel entrances and exits. The highest level of noise protection, which is only suggested in the EIS, needs to be mandated in the EIS. In addition, the shed needs to cover both the entrance and exit to the site and not simply the spoil handling areas. The independent engineer's report (commissioned by the Inner West council) states that it is likely, because of the elevated position of the site, that it is likely an acoustic shed will not contain the noise to an acceptable level. In addition, a temporary access tunnel will be built from the top of the site and run directly under homes in James Street. These homes will be unacceptably impacted by the construction noise and truck movements without these additional measures.
- Return of the site after construction – Leichhardt: The Darley Road site will not be returned after the project, with a substantial portion permanently housing a Motorways Operations facility which involves a substation and water treatment plant. This means that the residents will not be able to directly access the North Light rail Station from Darley Road but will have to traverse Canal Road and use the narrow path from the side. In addition the presence of this facility reduces the utility of this vital land which could be turned into a community facility. Over the past 12 months community representatives were repeatedly told that the land would be returned and this has not occurred. We also object to the location of this type of infrastructure in a neighbourhood setting.

|   |   |
|---|---|
| Submission from:  | Submission to:  |
| Name:..... <i>ANNEA WHITE</i> .....   | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature:..... <i>[Signature]</i> .....  | 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: .... <i>201 Flood ST</i> .....   | Application Name: WestConnex M4-M5 Link   |
| Suburb: ..... <i>L. LEICHHARDT</i> .....Postcode... <i>2040</i>   |   |

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

- Management of potential impacts – Leichhardt: The EIS states that a Construction traffic and Access Management plan (CTAMP) would be prepared to minimise delays and disruptions and identify changes to ensure road safety. The plans are not in the EIS so residents cannot comment. The EIs should be rejected on the basis that the impacts on traffic and safety are not adequately addressed. It is inadequate to simply refer to a plan, with no provision for residents and other key stakeholders to be involved in its development.
- Local road diversions and closures – Leichhardt: The EIS states that these will occur near the Darley Road site. There is no detail provided, nor is there a process by which residents can influence such decisions. The Inner West Council's documents state that Darley Road is not built to normal road requirements and safety standards, as it was established as an access road for the former goods line. Two fatalities have occurred near the site location, with many accidents. The Council has been trying to make Darley Road a safer route for many years. Elwick Street North for example was partially closed as a result of a fatality. The approval conditions need to make it clear that all road closures need to be made in consultation with residents affected and that the safety issues are adequately addressed. No arterial traffic from Darley Road should be allowed to be diverted onto narrow local roads.
- Environmental issues - Substation and water treatment plant – Leichhardt: The EIS states that darley Road is a contaminated site, and likely has asbestos. The proposal is that 'treated' water will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons. There is no detail of the ongoing Motorway maintenance activities during operation provided in the EIS. The community therefore cannot comment on the impact that this ongoing facility will have on the locality. This component of the EIS should not be approved as this information is not provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.
- Flooding – Leichhardt: The EIS states that there may be impacts from flooding which, amongst other things, may disrupt drainage systems. There is no detail as to how the issues with flooding at Darley Road will be managed and on their potential impact on the area. (Executive Summary, xxi)

|   |   |
|---|---|
| Submission from:  | Submission to:  |
| Name:..... ANJETA WHITE.....  | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature:.....  .....   | 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: ..... 201 FLOOD ST.....  | Application Name: WestConnex M4-M5 Link   |
| Suburb: ..... LEICHHARDT..... Postcode... 2090  |   |

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

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

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

Name A WHITE Email anjeta.white@gmail.com Mobile 0925 274 742

|   |   |
|---|---|
| Submission from:  | Submission to:  |
| Name:..... <u>ANUSUA WHITE</u> .....  | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature:..... <u>[Signature]</u> .....  | 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: ..... <u>201 FLOOD ST</u> .....  | Application Name: WestConnex M4-M5 Link   |
| Suburb: ... <u>LEICHHARDT</u> ..... Postcode.. <u>2040</u>  |   |

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

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

**From:** Angela White <campaigns@good.do>  
**Sent:** Sunday, 15 October 2017 9:42 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks. Given the substantial investment in the project, filtration would surely not be a significant cost.

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 understand these particulates are similar to those in tobacco, and cigarettes are filtered but still dangerous.

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

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

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

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

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

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

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

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

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of many more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. NSW Planning has shown that it does not have the powers to enforce compliance. In this situation conditions are meaningless. I am appalled that there is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.

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

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

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

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

The EIS identifies a significant risk of leaks of contaminated water into Rozelle Bay and Alexandria Canal. Such risks to health of Sydney's waterways is not acceptable to me. The Sydney Motorway Corporation through its conduct at St Peters has shown that it cannot be trusted to manage contamination risks.

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

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

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

Yours sincerely, Angela White 201 Flood St, Leichhardt NSW 2040, Australia

\_\_\_\_\_ This email was sent by Angela White 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 Angela provided an email address (angela2012white@gmail.com) which we included in the REPLY-TO field.

Please reply to Angela White at [angela2012white@gmail.com](mailto:angela2012white@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)

|   |   |
|---|---|
| Submission from:  | Submission to:  |
| Name: <u>ANGELA WHITE</u>   | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature: <u>[Handwritten Signature]</u>   | 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: <u>201 FLOOD ST</u>  | Application Name: WestConnex M4-M5 Link   |
| Suburb: <u>LEICHHARDT</u> Postcode: <u>2040</u>   |   |

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

- Worker car parking – Leichhardt: The EIS does not provide appropriate parking for the estimated 100 or so workers that the EIS states will work every day at the site, while other equivalent sites have allocated parking for such workers (Northcote Civil site (150)) and Parramatta Road East Civil site (140). It is also noted that the EIS provides for loss of 20 residential parks on Darley Road. Local streets are at capacity already because of the lack of off-street parking for many residents and the Light Rail stop which means that commuters use local streets. The EIS states that workers 'will be encouraged to use public transport.' The reference to The EIS needs to mandate that no trucks or construction vehicles are to park in local streets. There needs to be a requirement that is enforceable that workers use the Light Rail stop which is adjacent to the site or a plan to bus in workers.
- Accidents – Leichhardt: I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. The traffic forecasts indicate that Darley Road will have 170 heavy and light vehicle movements a day. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west. The addition of hundreds of heavy truck movements a day into that intersection will increase the risk of serious accidents for both pedestrians and drivers. The EIS states that the levels of service are expected to Darley Road is directly next to the North Leichhardt Light Rail stop which is a pedestrian hub. Children travelling to school walk to the stop. Active transport users such as bicycle riders will be at risk, along with pedestrians using Canal Road to access the Bay Run, Leichhardt pool and the dog park.
- Traffic – Leichhardt: I object to the location of the Darley Road civil and construction site because the site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. It is already congested at peak hours and the intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

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

Name A WHITE Email angela2012white@gmail.com Mobile 0425 274 702

**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:

RACHAEL BOWEN

Signature:

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

Address:

67 PRANCIS ST

Suburb:

LEICHHARDT

Postcode

2040

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

- ✚ Worker car parking – Leichhardt: The EIS does not provide appropriate parking for the estimated 100 or so workers that the EIS states will work every day at the site, while other equivalent sites have allocated parking for such workers (Northcote Civil site (150)) and Parramatta Road East Civil site (140). It is also noted that the EIS provides for loss of 20 residential parks on Darley Road. Local streets are at capacity already because of the lack of off-street parking for many residents and the Light Rail stop which means that commuters use local streets. The EIS states that workers 'will be encouraged to use public transport.' The reference to The EIS needs to mandate that no trucks or construction vehicles are to park in local streets. There needs to be a requirement that is enforceable that workers use the Light Rail stop which is adjacent to the site or a plan to bus in workers.
- ✚ Accidents – Leichhardt: I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. The traffic forecasts indicate that Darley Road will have 170 heavy and light vehicle movements a day. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west. The addition of hundreds of heavy truck movements a day into that intersection will increase the risk of serious accidents for both pedestrians and drivers. The EIS states that the levels of service are expected to Darley Road is directly next to the North Leichhardt Light Rail stop which is a pedestrian hub. Children travelling to school walk to the stop. Active transport users such as bicycle riders will be at risk, along with pedestrians using Canal Road to access the Bay Run, Leichhardt pool and the dog park.
- ✚ Traffic – Leichhardt: I object to the location of the Darley Road civil and construction site because the site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. It is already congested at peak hours and the intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

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

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

**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:

MICHAEL BOWEN

Signature:

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

Address:

67 FRANCIS ST

Suburb:

LEICHHARDT

Postcode

2040

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

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

**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

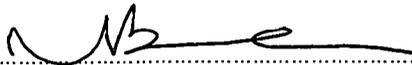
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5  
Link

Name:

MICHAEL BOWEN

Signature:

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

Address:

67 FRANZ ST

Suburb:

LEICHHARDT

Postcode

2040

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

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

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

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

**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:

MICHAEL BOWEN

Signature:

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

Address:

67 FRANCIS ST

Suburb:

LEICHHARDT

Postcode

2040

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

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

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

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

**Attention Director**

Application Number: SSI 7485

Infrastructure Projects, Planning  
Services,Department of Planning and  
Environment

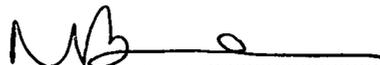
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5  
Link

Name:

RACHAEL BOWEN

Signature:

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

Address:

67 FRANKS ST

Suburb:

LEICHHARDT

Postcode

2040

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

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

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

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

**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:

PACHTAR BOWEN

Signature:

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

Address:

67 FRANCIS ST

Suburb:

LEICHHARDT

Postcode

NSW 2040

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

- ✦ Management of potential impacts – Leichhardt: The EIS states that a Construction traffic and Access Management plan (CTAMP) would be prepared to minimise delays and disruptions and identify changes to ensure road safety. The plans are not in the EIS so residents cannot comment. The EIs should be rejected on the basis that the impacts on traffic and safety are not adequately addressed. It is inadequate to simply refer to a plan, with no provision for residents and other key stakeholders to be involved in its development.
- ✦ Local road diversions and closures – Leichhardt: The EIS states that these will occur near the Darley Road site. There is no detail provided, nor is there a process by which residents can influence such decisions. The Inner West Council's documents state that Darley Road is not built to normal road requirements and safety standards, as it was established as an access road for the former goods line. Two fatalities have occurred near the site location, with many accidents. The Council has been trying to make Darley Road a safer route for many years. Elwick Street North for example was partially closed as a result of a fatality. The approval conditions need to make it clear that all road closures need to be made in consultation with residents affected and that the safety issues are adequately addressed. No arterial traffic from Darley Road should be allowed to be diverted onto narrow local roads.
- ✦ Environmental issues - Substation and water treatment plant – Leichhardt: The EIS states that darley Road is a contaminated site, and likely has asbestos. The proposal is that 'treated' water will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons. There is no detail of the ongoing Motorway maintenance activities during operation provided in the EIS. The community therefore cannot comment on the impact that this ongoing facility will have on the locality. This component of the EIS should not be approved as this information is not provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.
- ✦ Flooding – Leichhardt: The EIS states that there may be impacts from flooding which, amongst other things, may disrupt drainage systems. There is no detail as to how the issues with flooding at Darley Road will be managed and on their potential impact on the area. (Executive Summary, xxi)

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

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

**Attention Director**

Application Number: SSI 7485

Infrastructure Projects, Planning  
Services,Department of Planning and  
Environment

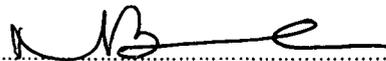
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5  
Link

Name:

MICHAEL BOWEN

Signature:

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

Address:

67 FRANCIS ST

Suburb:

LEICHHARDT

Postcode

NSW

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

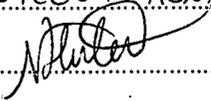
- # Current noise measures – Leichhardt: The EIS states that 'reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site.' 96-52) This is not good enough. The EIS does not contain any detail whatsoever of these proposal on which they can comment. In addition, there is no requirement that measures will in fact be introduced to address noise impacts. The approval conditions need to contain detail of specific noise mitigation measures that are mandated and can be enforced.
- # Acoustic shed – Leichhardt: The EIS does not require an acoustic shed and states that 'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels.' (6-51) The EIS needs to mandate that these measures are in place. Where mentioned, the acoustic shed that is considered offers the lower grade noise protection. This is despite the fact that 36 'sensitive receivers' are identified in the EIS, who will have extreme noise disturbance through much of the 5-year construction period. In addition, the acoustic shed covers only the spoil and spoil handling area and not the tunnel entrances and exits. The highest level of noise protection, which is only suggested in the EIS, needs to be mandated in the EIS. In addition, the shed needs to cover both the entrance and exit to the site and not simply the spoil handling areas. The independent engineer's report (commissioned by the Inner West council) states that it is likely, because of the elevated position of the site, that it is likely an acoustic shed will not contain the noise to an acceptable level. In addition, a temporary access tunnel will be built from the top of the site and run directly under homes in James Street. These homes will be unacceptably impacted by the construction noise and truck movements without these additional measures.
- # Return of the site after construction – Leichhardt: The Darley Road site will not be returned after the project, with a substantial portion permanently housing a Motorways Operations facility which involves a substation and water treatment plant. This means that the residents will not be able to directly access the North Light rail Station from Darley Road but will have to traverse Canal Road and use the narrow path from the side. In addition the presence of this facility reduces the utility of this vital land which could be turned into a community facility. Over the past 12 months community representatives were repeatedly told that the land would be returned and this has not occurred. We also object to the location of this type of infrastructure in a neighbourhood setting.

**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: Nicola Horton

Signature: 

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

Address: Day st

Suburb: Leichhardt Postcode: 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5  
Link

- The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction. (Executive Summary xviii)
- The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)
- The EIS states that investigation would be undertaken to confirm whether the Victoria Road bridge is a potential roost site for microbats. There will be attempts to 'manage potential impacts' if confirmed. This is inadequate. The project should not be permitted to impact on vulnerable species.
- The EIS acknowledges that visual impacts will occur during construction. However it does not propose to address these negative impacts in the design of the project. This is unacceptable and the EIS needs to propose walls, plant and perimeter treatments and other measures at appropriate locations to lessen the impact on visual amenity. (Executive Summary xviii)
- The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken 'during detailed design'. The Community should be given an opportunity to comment upon and influence the design and we object to the approval of the EIS on the basis that this detail is not provided, nor is the community (or other stakeholders) given an opportunity to comment or influence the final design.
- The construction and operation of the project will result in 51 property acquisitions. We object to the project in its entirety because of this impact. We note that a number of long-standing businesses have been acquired and that many families and businesses in earlier stages have been forced to go to court to seek fair compensation. We object to the acquisition in particular of the Dan Murphys site. The business was substantially renovated and a new business opened with full knowledge of the likely acquisition. We object to it being acquired and compensated in this circumstances and call on the Government to investigate the circumstances which led to this occurring (Executive Summary xvii)

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

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

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

Name: Catherine Noyes

Signature: Catherine Noyes

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

Address: 6 Athol St

Suburb: Leichhardt Postcode: 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5  
Link

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

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

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

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

Name: KAREN HARVEY

Signature: 

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

Address: 21 HEGARTY STREET

Suburb: GLEBE Postcode 2037

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

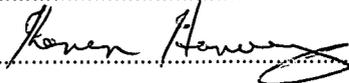
- The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction. (Executive Summary xviii)
- The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)
- The EIS states that investigation would be undertaken to confirm whether the Victoria Road bridge is a potential roost site for microbats. There will be attempts to 'manage potential impacts' if confirmed. This is inadequate. The project should not be permitted to impact on vulnerable species.
- The EIS acknowledges that visual impacts will occur during construction. However it does not propose to address these negative impacts in the design of the project. This is unacceptable and the EIS needs to propose walls, plant and perimeter treatments and other measures at appropriate locations to lessen the impact on visual amenity. (Executive Summary xviii)
- The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken 'during detailed design'. The Community should be given an opportunity to comment upon and influence the design and we object to the approval of the EIS on the basis that this detail is not provided, nor is the community (or other stakeholders) given an opportunity to comment or influence the final design.
- The construction and operation of the project will result in 51 property acquisitions. We object to the project in its entirety because of this impact. We note that a number of long-standing businesses have been acquired and that many families and businesses in earlier stages have been forced to go to court to seek fair compensation. We object to the acquisition in particular of the Dan Murphys site. The business was substantially renovated and a new business opened with full knowledge of the likely acquisition. We object to it being acquired and compensated in this circumstances and call on the Government to investigate the circumstances which led to this occurring (Executive Summary xvii)

**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: KAREN HARVEY

Signature: 

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

Address: 21 HEARTRY STREET

Suburb: GLEBE Postcode 2037

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

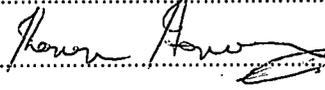
- The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject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

**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: KAREN HARVEY

Signature: 

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

Address: 21 HEGARTY St.

Suburb: GLEBE Postcode 2037

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

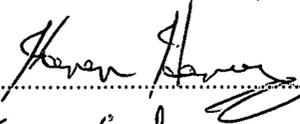
Application Name: WestConnex M4-M5 Link

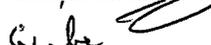
- The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unliveable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.
- I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west.
- The EIS permits trucks to access local roads in exceptional circumstances which includes queuing at the site. Given the constraints of the Darley Road site queuing will be the usual situation. The EIS needs to be amended to remove queuing as an exceptional circumstance. The truck movements should properly be managed by the contractor so that there is no queuing. This exception will make it easier for contractors to neglect their obligation to monitor and manage truck movements in and out of the site and needs to be removed. The EIS needs to specifically mention all local streets abutting Darley Road and expressly prohibit truck movements (including parking) on these streets. This should include all streets from the north (James St) to the south (Falls Road), which are near the project footprint.
- Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.
- The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

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

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

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

Name: KAREN HARVEY 

Signature: 21 HECARTY STREET 

Please **include** my personal information when publishing this submission to your website  
Declaration: 1

Address: 21 HECARTY ST

Suburb: CHERRY Postcode: 2037

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- The EIS states that an alternative truck movement is proposed which involves use of the City West Link and no need for spoil trucks to access Darley Road. This proposal is supported, subject to further information about potential impacts being provided. The EIS should not be approved on its current basis which provides for 170 heavy and light vehicles accessing Darley Road on a daily basis. This will create unacceptable safety issues and noise impacts for adjacent homes while also compromising pedestrian and bicycle access to the light rail and bay run. It will also lead to truck chaos on this critical arterial road providing access to and across the City west Link. The current proposal which provides for truck movements solely on Darley Road should not be approved and approval should only be given to the alternative proposal. I repeat however my objection to the selection of this site altogether, but propose the least worst impact should be chosen if this site is to be used.
- The EIS indicates that 36 homes will have unacceptable noise impacts for extended periods at the Darley road construction site. The EIS does not mention the cumulative impact of aircraft noise in the Leichhardt or St Peters area, and therefore does not reflect the true impact of construction noise on the amenity of nearby residents and businesses. The noise impacts of construction are not able to be mitigated to an acceptable level and the EIS should not be approved on this basis.
- We object to the selection of the Darley Road site on the basis that it provides for daily movements of 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College. The EIS states that an alternative truck movement is proposed which involves use of the City West Link with no trucks to access Darley Road. The selection of Darley Road should not be approved if it involves any truck movements on Darley Road, which is what it currently provides.
- No workers associated with the WestConnex project should be permitted to park on local streets. Parking is at a premium in this area and many residents do not have off-street parking. The removal of 20 car spaces for five years as is proposed on Darley Road will worsen this situation as will the removal of 'kiss and ride facilities' at the light rail. There is also a pre-DA application for 120 units on William Street which is not taken into account in the EIS. This will place further stress on parking. The EIS needs to outright prohibit any worker parking on local streets.
- Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.

**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: KAREN HARVEY

Signature: 

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

Address: 21 HEARTRY ST.

Suburb: CHEBE Postcode 2037

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

- o 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.
- o The site should be returned to the community as compensation for the imposition of this construction site in our neighbourhood for a 5 year period. If the substation and water treatment plant is moved to the north of the site, then the lower half of the site (which is the most accessible end) could be converted into open space with mature trees planted. As this site is immediately adjacent to the bay run, bicycle parking and other facilities that support active transport could be included. This would result in an increase in the green space for residents and result in a pleasant green environment for pedestrians, rather than a fenced facility.
- o The EIS currently permits trucks to access local roads in 'exceptional circumstances', which includes queuing at the site. Given the constraints of the site (and based on experience with cars accessing the site for Dan Murphy's), queuing will be the norm and not the exception. The EIS needs to be amended to rule out queuing as an exceptional circumstance which allows trucks to use local roads.
- o All of the streets abutting Darley Road identified as NCA 13 (James Street to Falls Street) should have a blanket prohibition on any truck movements and worker contractor parking. These homes are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. These streets are not constructed for heavy vehicle movements and on this basis should also be ruled out. The EIS needs to prohibit outright truck movements (including parking) and worker parking on all of these streets.
- o The EIS needs to require that all workers are bussed in or use public transport such as the light rail with no parking whatsoever permitted on local roads at the Darley Road site. This is justified because the site provides 11 car spaces for an estimated 100 workers a day on site. The project cannot be approved on this basis without a strict requirement on workers to use public transport or project provided transport and a prohibition needs to be in place against parking on local streets. The EIS needs to require that this restriction is included in all contracts and in the relevant approval documentation.
- o The Darley Road site should be rejected because it involves acquiring Dan Murphy's. This business was renovated and opened with full knowledge that it was to be acquired. The lessee and sub-lessees should not be permitted

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

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

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

Submission to:

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

Name:.....

Signature:.....

Attn: Director – Transport Assessments

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

Application Number: SSI 7485

Address:.....

Application Name: WestConnex M4-M5  
Link

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

compensation in these circumstances. The demolition of the entire building (which the EIS confirms will occur) is wasteful and represents mismanagement of public resources.

---

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

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

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

Name: KAREN HARVEY

Signature: 

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

Address: 21 HEGARTY STREET

Suburb: CLEVE Postcode: 2037

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5  
Link

- The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.
- There is no evidence provided in the EIS that the ventilation outlets will be date. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.
- The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
- The EIS states that all vegetation will be removed on the site which includes a mature tree. I object to the removal of the tree which creates a visual and noise barrier for residents from the City West Link. If the tree is removed it must be replaced with a mature tree as soon as the remediation of the site commences.
- The proposal for a permanent water treatment plant and substation to the south of the site on Darley Road will prevent direct pedestrian access to the light rail station. It will affect the future uses of the site once the project is completed. The facility is out of step with the area which is comprised of low rise homes and detracts from the visual amenity of the area. This site is a pedestrian hub and will be a visual blight for pedestrians, bike users and the homes that have direct line of sight to the facility. It should not be permitted on this site.
- The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

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

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

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

Attention Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

Name: *Karen Harvey*

Signature: *Karen Harvey*

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

Address: *21 Heagarty Street*

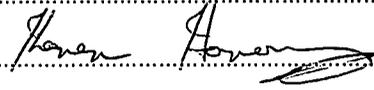
Suburb: *Glebe* 2037 Postcode

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

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

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

Name: KAREN HARVEY

Signature: 

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

Address: 21 HEGARTY ST

Suburb: CLEME Postcode 2037

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

- We object to the location of a permanent substation and water treatment plant following the completion of the project on the Darley Road site. This will limit the future uses of the land and the community has been continually assured that the land, which is Government-owned, would be available for community purposes. The presence of this facility will forever prevent the ability for safe and direct pedestrian access to the light rail stop, with users required to walk down a dark and winding path. It will also limit the future use of the site. If a permanent facility is to be located then it should be moved to the north of the site so that it is out of sight of homes and has less visual impact on residents.
- Tunnel depths the tunnel depths for the Leichhardt area as low as 35 metres. This creates an unacceptable risk of damage to homes due to settlement (ground movement). The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk. There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However no details or assurance as to how this will occur are provided. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It will lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to Westconnex works, with no assurance that this property damage will be promptly and satisfactorily fixed.
- The EIS states that, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS.
- Many students walk or ride to Orange Grove and Leichhardt Secondary College schools via Darley Road. There are also a number of childcare centres very close to the Darley Road site.
- The presence of 170 heavy and light vehicle movements a day at this site will create an unacceptable risk to students. The EIS should not permit any truck movements near the Darley Road site. The alternative proposal which provides that all spoil trucks enter and leave from the City West link is the only proposal that should be considered.
- All of the streets abutting Darley Road identified as NCA 13 (James Street to Falls Street) should have a strict prohibition on any truck movements and worker contractor parking. These homes are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. The EIS needs to prohibit outright truck movements (including parking) and worker parking on all of these streets.

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

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

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

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

|  |            |            |            |
|--|------------|------------|------------|
| Name:  | [REDACTED] |            |            |
| Address:   | [REDACTED] | Suburb     | [REDACTED] |
|  | Post Code  | [REDACTED] |            |
| Please include my personal information when publishing this submission to your website Yes / <del>NO</del> |            |            |            |
| Declaration: I have not made any reportable political donations in the last 2 years.                       |            |            |            |
| Signed:  | [REDACTED] | Date       | 7/10/17    |

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

- **Traffic and transport - spoil haulage routes**

I **object** to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to route identification and scheduling of transport movements, particularly outside standard construction hours.

The proponent has only provided indicative spoil haulage routes in relation to the proposed Civil and Tunnel Construction site at Darley Road Leichhardt. In 8.3.1 of the EIS the proponent states that 'Spoil haulage routes would be confirmed during detailed design.'

The proponent has not provided an assessment of each of the possible spoil haulage route options even though both SMC and RMS have discussed these with stakeholders prior to release of the EIS.

Spoil haulage has a high environmental impact and the failure to describe the impacts of each of the possible spoil haulage options is a serious defect in the EIS.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which will allow spoil haulage directly onto the City West Link and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

- **Traffic and transport - spoil haulage routes**

I **object** to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to route identification and scheduling of transport movements, particularly outside standard construction hours.

I **object** to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to assess the impacts of all the spoil haulage routes to and from the site that SMC is considering. These include the option of staging trucks from Sydney

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

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

|  |                      |                   |
|--|----------------------|-------------------|
| Name:  | [REDACTED]           |                   |
| Address:   | [REDACTED]           | Suburb [REDACTED] |
|  | Post Code [REDACTED] |                   |
| Please include my personal information when publishing this submission to your website Yes <input checked="" type="radio"/> No <input type="radio"/> |                      |                   |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                      |                   |
| Signed:  | [REDACTED]           | Date 7/10/17      |

- **Traffic and transport – new right hand turning lane on the City West Link to James St**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent is planning to create a right hand turning lane on the City West Link to allow construction vehicles to turn right into James Street.

This is a dangerous proposal given that it involves turning into a steep blind corner which carries a high degree of risk of collision with oncoming vehicles and with pedestrians including the many school children who cross James St at this point.

It is reckless beyond belief to plan for large number of truck and dogs to make a right - hand turn into James St from the City West Link. Even vehicles crossing the City West Link from the Lilyfield Rd side of the City West Link have a higher risk of collision or error due to the steep blind turn. This would be even higher when making a right hand turn into James St from the City West Link.

This intersection is reported as being the third most dangerous for accidents in the Inner West.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because a right hand turning lane on the City West Link to allow construction vehicles to turn right into James Street creates an unacceptable risk of death and bodily injury due to collision.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Safer alternatives have been identified which will allow spoil haulage directly onto the City West Link and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

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

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

|  |                      |                   |
|--|----------------------|-------------------|
| Name:  | [REDACTED]           |                   |
| Address:   | [REDACTED]           | Suburb [REDACTED] |
|  | Post Code [REDACTED] |                   |
| Please include my personal information when publishing this submission to your website Yes / <input checked="" type="radio"/> No |                      |                   |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                      |                   |
| Signed:  | [REDACTED]           | Date 7/10/17      |

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

- **Contaminated site**

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable. The proponent rates contamination at this site as a medium risk yet the proponent's track record in managing these risks suggests otherwise.

- In April 2016 Marrickville Council voted to release confidential legal advice which suggested that WestConnex had been operating for months without any legal approval, including in the handling of toxic waste and asbestos.  
(<http://www.southernthunderer.com.au/westconnex-acts-illegally-in-handling-of-toxic-waste-and-asbestos/>)
- In September 2016 it was reported by the ABC that a former employee of Sydney excavation company Moits, Daniel McIntyre, has claimed the company supplied asbestos-laden road base to the WestConnex project.  
(<http://www.abc.net.au/news/2016-09-01/asbestos-westconnex-allegations-labor-calls-for-works-to-stop/7803378>)
- In August 2017 it was reported by the Parramatta advertiser that Granville and Harris Park residents living in a hotspot asbestos dumping ground, who have been warned not to mow their lawns too short or dig in their back yards for fear of deadly contamination, say they are inhaling dust kicked up by WestConnex trucks.  
(<http://www.dailytelegraph.com.au/newslocal/parramatta/granville-and-harris-park-residents-fear-contamination-from-asbestos-from-dust-created-by-westconnex-trucks/news-story/853d43d153da6c5edeb64d1043b00c68>)
- In August 2017 the NSW Environment Protection Authority (EPA) has fined WestConnex contractors CPB Contractors \$8,000 following an investigation into the emission of offensive odours at the St Peters Interchange worksite in March this year.  
<http://www.epa.nsw.gov.au/epamedia/EPAMedia030817.htm>

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

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

|  |            |   |                                 |
|--|------------|---|---------------------------------|
| Name:  | [REDACTED] |   |                                 |
| Organisation:  | [REDACTED] |   |                                 |
| Address:   | [REDACTED] | Suburb  | [REDACTED] Post Code [REDACTED] |
| Email:   | [REDACTED] |   |                                 |
| Please include my personal information when publishing this submission to your website |            | Yes <input type="radio"/> No <input checked="" type="radio"/> |                                 |
| Declaration: I have not made any reportable political donations in the last 2 years.   |            |   |                                 |

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

#### Non-compliance with SEARS

I **object** to the proposal because it does not comply with the SEARS requirements. The EIS must include, but not necessarily be limited to, a description of the project and **all components and activities** (including ancillary components and activities) required to construct and operate it, including the location and operational requirements of construction ancillary facilities and access.

In so far as it describes the Darley Road civil and tunnel site (C4) at Leichhardt the EIS does not meet this requirement because it does not describe the components and activities that have been described to the community either in meetings with LAW (Leichhardt Against WestConnex) or at the WestConnex Community Reference Group established by Sydney Motorway Corporation.

The EIS has been released before the proponent is able to describe how it actually plans to carry out construction activities at Darley Road, Leichhardt, in particular the plan for staging the arrival of spoil trucks.

The proponent via its agent Sydney Motorway Corporation's employee Peter Jones has advised on several occasions that spoil haulage trucks will be staged from the Sydney Ports land on Glebe Island via James Craig Rd. This is to avoid the situation at Haberfield where trucks circle the Northcote St site as they are not able to queue to enter it creating congestion and noise impacts as they drive slowly into Wattle St and Ramsay St. before making a second run at the Northcote St site from the Parramatta Road entrance.

No details of this staged spoil haulage proposal at Darley Road, Leichhardt are provided other than that 'construction traffic may also access the Darley Road civil and tunnel site (C4) at Leichhardt via the westbound lanes of City West Link'.

Peter Jones from Sydney Motorway Corporation has advised that he is in the process of finalising an agreement with Sydney Ports which will enable him to stage trucks from a location on Glebe Island via James Craig Rd. The EIS should not have been released before this plan was finalised. Peter Jones has advised that he is only required to describe the 'worst case scenario' in the EIS, which is trucks arriving ad hoc via the eastbound lanes of City West Link. The EIS should describe what the proponent actually plans to do as well as the worst case scenario so that the impacts of all options being considered can be assessed and commented on.

It is not clear from the EIS how the alternative plan for the staged arrival of spoil trucks from Sydney Ports will be documented and how stakeholders will have an opportunity to assess its impacts. The EIS does not specifically state that this staged arrival plan will be documented in the CTAMP, the Ancillary Facilities Management Plan or the Preferred Infrastructure Report.

I **object** to the EIS on the grounds that it does not comply with the SEARS.

#### Construction vehicle safety impacts

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

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

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

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

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

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

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

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

|  |            |   |                                 |
|--|------------|---|---------------------------------|
| Name:  | [REDACTED] |   |                                 |
| Organisation:  | [REDACTED] |   |                                 |
| Address:   | [REDACTED] | Suburb  | [REDACTED] Post Code [REDACTED] |
| Email:   | [REDACTED] |   |                                 |
| Please include my personal information when publishing this submission to your website |            | Yes <input type="radio"/> No <input checked="" type="radio"/> |                                 |
| Declaration: I have not made any reportable political donations in the last 2 years.   |            |   |                                 |

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

#### Truck routes

- I object** to the EIS because it suggests that no local roads would be used by heavy vehicles during works yet at the same time acknowledges that spoil trucks may use local roads in exceptional circumstances which include when there is queuing to get into the site. Darley Rd is highly congested with traffic queues forming during much of the day which will lead to queues to enter the site. Queuing will not therefore be an exceptional circumstance and the result will be that spoil trucks are able to use local roads without being in breach, which will be often. This is unacceptable to residents of Francis, Hubert, William and Charles St and **I object** to the EIS on this basis. As queuing cannot be avoided on Darley Rd this clearly shows why this location is inappropriate. The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents' lives be put at risk because the project must be delivered as soon as possible?
- I object** to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site, which SMC have on many occasions told the community they are contemplating as alternatives.

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

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

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

**I object** to the proposal for vehicles associated with spoil haulage to travel eastbound on City West Link and turn right into Darley Rd. This proposal is dangerous and the impacts and risks are too great. Darley Rd is acknowledged by RMS to be a sub-standard road in terms of its construction. The intersection from the city west link is a steep blind turn even for traffic coming across from James St. This is followed by immediate left hand turns into both Francis St and Hubert St. A number of properties on Darley Rd would be at risk of destruction from spoil haulage trucks in the event of a truck having to brake suddenly to avoid stationary vehicles.

The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents lives be put at risk because the project must be delivered as soon as possible?

- I object** to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site and instead allows for the final plan to be detailed in the CTAMP, Preferred Infrastructure Report or Ancillary Facilities Management Plan.

Peter Jones of SMC has on many occasions made representations to the community that his plan is to stage trucks from the port and eventually when possible to have them arrive and depart from the site underground when a tunnel is established between Leichhardt and the M4 East. He has also said that loading of spoil would take place underground at this time. He has recently told us of his plan to load trucks from a ramp off the city west link by means of a hopper conveyor which would pass over the Light rail station delivering spoil into silos below which trucks would pull up to receive their load. The laden trucks would then travel west bound along the city west link. None of this plan is detailed in the EIS.

**I object** to the fact that I am denied the opportunity to assess the impacts of all options. **I object** to the fact that I will have no right or opportunity to have input into the CTAMP, PIR or AFMP on matters which will have a devastating impact to me and to residents near 7 Darley Rd.

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

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

|   |            |            |            |
|---|------------|------------|------------|
| Name:   | [REDACTED] |            |            |
| Address:  | [REDACTED] | Suburb     | [REDACTED] |
|   | Post Code  | [REDACTED] |            |
| Please include my personal information when publishing this submission to your website    Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |            |            |            |
| Declaration: I have not made any reportable political donations in the last 2 years.  |            |            |            |
| Signed:   | [REDACTED] | Date       | 7/10/17    |

• **Traffic and transport - construction worker parking**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because it is inevitable that workers will end up parking in streets near to the site and this will impact on residents in a number of ways.

- Residents will be competing for parking with both workers and commuters who already park in the streets near the light rail. Most houses in the streets near the site do not have off-street parking so residents are already pressed for parking spaces. During the renovation of the Darley Rd site for the Dan Murphys in 2016 workers parked in local roads like Charles St, Hubert St, Darley Rd and Francis St even when there was parking on site. This was of great inconvenience to residents especially those with young children and the aged. Residents had to complain to Woolworths and to the contractor Flexem on numerous occasions.
- Residents will be disturbed by workers arriving for or leaving from shifts at anti-social hours. Residents who work shifts and need to rest during the day will be disturbed by the additional noise of vehicles coming and going. During the renovation of the Darley Rd site for the Dan Murphys in 2016 there were instances of workers parking with engines idling first thing in the morning disturbing residents.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because there is no plan for worker parking and as a result the residents of Charles St, Hubert St, Darley Rd and Francis St will not be able to park on their streets and will be adversely impacted by worker parking.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which provide adequate worker parking and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

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

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

|  |            |   |                      |
|--|------------|---|----------------------|
| Name:  | [REDACTED] |   |                      |
| Organisation:  | [REDACTED] |   |                      |
| Address:   | [REDACTED] | Suburb [REDACTED]   | Post Code [REDACTED] |
| Email:   | [REDACTED] |   |                      |
| Please include my personal information when publishing this submission to your website |            | Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> |                      |
| Declaration: I have not made any reportable political donations in the last 2 years.   |            |   |                      |

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

#### Noise impacts

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

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

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

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

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

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

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

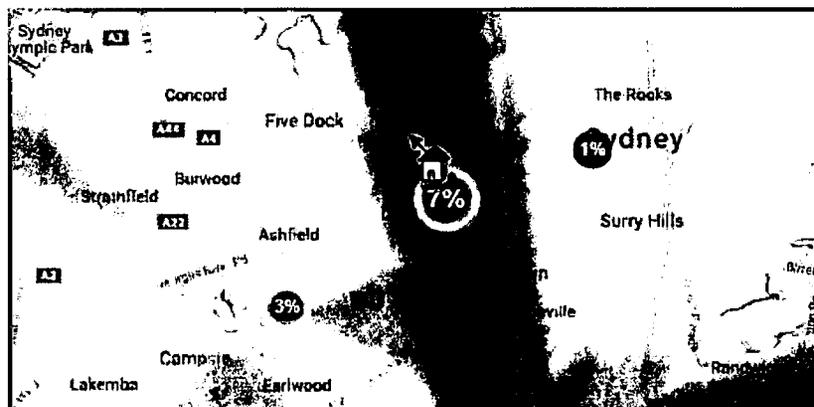
|  |            |   |            |
|--|------------|---|------------|
| Name:  | [REDACTED] |   |            |
| Organisation:  | [REDACTED] |   |            |
| Address:   | [REDACTED] | Suburb:   | [REDACTED] |
|  |            | Post Code:  | [REDACTED] |
| Email:   | [REDACTED] |   |            |
| Please include my personal information when publishing this submission to your website |            | Yes <input type="radio"/> No <input checked="" type="radio"/> |            |
| Declaration: I have not made any reportable political donations in the last 2 years.   |            |   |            |

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

#### Cumulative impacts of aircraft emissions and spoil truck emissions

- I object** to the EIS because the proponent has failed to take account of the cumulative impact of emissions from spoil truck vehicles from its proposed Darley Road, Leichhardt civil and tunnel site operations and emissions from aircraft to which residents near the site are already exposed.

The attached extract from Webtrak shows that Darley Road, Leichhardt and adjacent streets are directly under the flight path:



Airplane exhaust, like car exhaust, contains a variety of air pollutants, including sulfur dioxide and nitrogen oxides. Many of these particles of pollution are tiny, about a hundred millionths of an inch wide, or smaller than the width of a human hair. So-called particulate matter that's especially small is the main culprit in human health effects, especially since the particulates can become wedged deep in the lung and possibly enter the bloodstream, scientists say.

Exposure to loud noise from living under a flight path over a long period of time may increase the risk of developing high blood pressure or having a stroke, a 2013 study by researchers at the University of Athens suggests.

Researchers examined data from 420 people living near busy Athens International Airport in Greece and found living with high noise levels from aircraft, especially at night, was associated with high blood pressure.

Every additional 10 decibels of night-time aircraft noise appeared to result in a 69 per cent increased risk of high blood pressure, also known as hypertension.

The researchers at the University of Athens found that around half the participants (just under 45 per cent) were exposed to more than 55 decibels of daytime aircraft noise, while around one in four (just over 27 per cent) were exposed to more than 45 decibels of night-time aircraft noise.

Only around one in 10 (11 per cent) were exposed to significant road traffic noise of more than 55 decibels.

Between 2004-6 and 2013, 71 people were newly diagnosed with high blood pressure and 44 were diagnosed with heart flutter (cardiac arrhythmia), while a further 18 had a heart attack, the researchers found.

**I object** to the plan for a construction site on Darley Rd because in addition to the existing aircraft emissions and noise experienced by people living near the site, this will mean an additional cumulative impact of spoil truck diesel exhaust emissions and noise every 4 minutes in peak hour based on number of truck movements per hour and in excess of every 4 minutes per hour in non peak permitted construction hours. This will give rise to increased health risks from noise and air pollution which research suggest will cause increased blood pressure and risk of stroke.

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

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

|  |   |           |            |
|--|---|-----------|------------|
| Name:  | [REDACTED]  |           |            |
| Organisation:  | [REDACTED]  |           |            |
| Address:   | [REDACTED]  | Suburb    | [REDACTED] |
|  |   | Post Code | [REDACTED] |
| Email:   | [REDACTED]  |           |            |
| Please include my personal information when publishing this submission to your website | Yes <input type="radio"/> No <input checked="" type="radio"/> |           |            |
| Declaration: I have not made any reportable political donations in the last 2 years.   |   |           |            |

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

#### Hours of operation

- I object** to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

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

'Spoil handling associated with tunnelling supported by the Darley Road civil and tunnel site would occur 24 hours a day, seven days a week. Spoil would be handled below ground wherever practicable to reduce the potential for amenity impacts in adjacent areas. Spoil handling at the surface outside standard day time construction hours would occur within an acoustic shed to manage potential amenity impacts. Spoil removal from this site would only occur within standard construction hours, between 7.00 am and 6.00 pm Monday to Friday, and between 8.00 am and 1.00 pm on Saturdays.'

The EIS allows for the possibility of spoil handling above ground 24 hours 7 days a week. The EIS fails to assess or explain the impacts of this on the residents in nearby streets. These impacts could include construction noise, light and heavy vehicles (other than spoil trucks), workers arriving for shifts and leaving after shifts. It is not clear to what extent the acoustic shed will contain noise. The Jim Holt report stated that the acoustic shed would not operate effectively due to its location on the site. It is not clear whether the proponent will mandate the contractor to employ the highest level of acoustic protection rather than what is feasible.

**I object** to the EIS and the Darley Rd construction site. The proponent should be directed to abandon its plan for a dive site as it is clear impacts are too great for the community. At the very least the site should be restricted to standard construction hours for all operations above ground and there should be no shifts commencing or ending outside of standard construction hours. The proponent should be directed to find a site where its operations will not impact on residents outside of standard construction hours.

- I object** to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

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

'Reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site. Local residents, businesses and the NSW EPA would be kept informed about works outside standard day time construction hours at the site.'

The EIS allows for the possibility of spoil handling above ground 24 hours 7 days a week. The EIS fails to assess or explain the impacts of this on the residents in nearby streets. These impacts could include construction noise, light and heavy vehicles (other than spoil trucks), workers arriving for shifts and leaving after shifts. It is not clear to what extent the acoustic shed will contain noise. The Jim Holt report stated that the acoustic shed would not operate effectively due to its location on the site. It is not clear whether the proponent will mandate the contractor to employ the highest level of acoustic protection rather than what is feasible.

**I object** to the EIS because the proponent/contractor would only have to keep local residents, businesses and the NSW EPA informed about works outside standard day time construction hours at the site. Local residents, businesses and the NSW EPA would have no right to limit works outside standard day time construction hours at the site. As we have seen with other stages of WestConnex this leads to devastating impacts for residents who must endure significant periods of exposure to out of hours works which involve noise, lights and disturbance.

**I object** to the EIS and the Darley Rd construction site. The proponent should be directed to abandon its plan for a dive site as it is clear impacts are too great for the community. At the very least the site should be restricted to standard construction hours for all operations above ground and there should be no shifts commencing or ending outside of standard construction hours. The proponent should be directed to find a site where its operations will not impact on residents outside of standard construction hours.

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

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

|  |            |   |                      |
|--|------------|---|----------------------|
| Name:  | [REDACTED] |   |                      |
| Organisation:  | [REDACTED] |   |                      |
| Address:   | [REDACTED] | Suburb  | [REDACTED]           |
|  |            |   | Post Code [REDACTED] |
| Email:   | [REDACTED] |   |                      |
| Please include my personal information when publishing this submission to your website |            | Yes <input type="radio"/> No <input checked="" type="radio"/> |                      |
| Declaration: I have not made any reportable political donations in the last 2 years.   |            |   |                      |

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

### Noise impacts

I object to the the Darley Road civil and tunnel site (C4) at Leichhardt because engine noise from the trucks approaching the intersection up the grade would be a constant source of annoyance to residents of Darley Road down to its intersection with Charles Street.

The independent engineer engaged by the Inner West Council Jim Holt also came to this conclusion in his report to the Council. SMC have not recognised this impact in the EIS. They sent a response to the Council as follows:

**'Response:** Noise from construction traffic using the public road network is assessed under the Roads and Maritime Noise Criteria Guideline (NCG), which documents Roads and Maritime's approach to implementing the Road Noise Policy (RNP). Under the NCG, an initial screening test is carried out to determine whether noise levels would increase by more than two decibels (dBA). This represents an increase in the number of vehicles of approximately 60 per cent due to construction traffic or a temporary reroute due to a road closure. Where increases are 2dBA or less, then further assessment is required as noise level changes would most likely not be perceptible to most people. Where noise levels increase by more than 2dBA (i.e. 2.1 dBA or greater) further assessment is required using criteria presented in the NCG.

Darley Road is currently being used by heavy vehicles and light commercial vehicles (construction, delivery etc) that contribute to background noises. The predicted traffic noise increase (dBA) at the Darley Road site is around 0.5dBA.'

You do not need to be an acoustic engineer to know that truck and dogs are very noisy and that local residents will be impacted greatly, especially those close to where trucks will be accelerating and decelerating. Darley Road, Leichhardt is not currently experiencing 14 truck and dog movements an hour during peak time stated in the EIS and an unknown (but presumably greater) number of truck movements within off peak construction hours. This is a truck movement every 3-4 minutes during peak. Assuming that they will increase truck movements during off peak residents can expect a truck every 2-3 minutes. We do not need a screening test or assessment to tell us that residents will be subjected to extreme levels of truck noise.

SMC's response does not acknowledge this and does not refute Jim Holt's conclusion that residents will be impacted. SMC's response like the proponent's EIS fails to acknowledge the true impact of the Darley Road civil and tunnel site (C4) at Leichhardt.

The resident's of Darley Rd, Francis, Hubert and Charles St have little acoustic protection against the noise of truck engines, exhaust and brakes and non is contemplated in the EIS.

**I object** to the Darley Road civil and tunnel site (C4) at Leichhardt because the truck noise impacts for residents will be too great for the extended period of construction involved and the Darley Road civil and tunnel site (C4) at Leichhardt should be rejected on this basis.

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

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

|  |            |   |            |
|--|------------|---|------------|
| Name:  | [REDACTED] |   |            |
| Organisation:  | [REDACTED] |   |            |
| Address:   | [REDACTED] | Suburb  | [REDACTED] |
|  |            | Post Code   | [REDACTED] |
| Email:   | [REDACTED] |   |            |
| Please include my personal information when publishing this submission to your website |            | Yes <input type="radio"/> No <input checked="" type="radio"/> |            |
| Declaration: I have not made any reportable political donations in the last 2 years.   |            |   |            |

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

#### Noise impacts

- The proponent has identified that the most affected receivers are residential receivers which adjoin the Darley Road civil and tunnel site (C4) at Leichhardt on Darley Road between Norton Street and Falls Street. The most noise affected receivers are located between Charles Street and Norton Street due to their proximity to the construction site.

The proponent has identified that the worst case construction scenario will occur during

- Road adjustments works
- spoil handling works within the acoustic shed during all works periods

Highest construction noise impacts:

- Use of a rock breaker during the daytime period as part of the demolition works and
- Use of a road profiler during the night-time period as part of the road adjustment works

**I object** to the EIS because the proponent provides that spoil handling works within the acoustic shed will take place for the duration of the construction phase which could be up to two to three years' duration, yet there is no clear plan for measures that will be taken to minimise noise impacts.

- I object** to the Darley Road civil and tunnel site (C4) at Leichhardt on the basis that there is no clear plan in the EIS for measures that will provide the maximum possible level of mitigation from noise impacts. I also object because there is no clear plan for remedies available to residents who are impacted.
- I object** to the EIS because the proponent's assessment of who are Highly Noise Affected receivers in the area adjacent to the Darley Road civil and tunnel site (C4) at Leichhardt is incorrect and wrongly minimises the actual number of Highly Noise Affected receivers.
- Many residents in Charles St and Hubert St were highly affected by noise from works conducted during the renovation of 7 Darley Rd in 2016. In Hubert St, residents at least as far as No 31 and No 32 Hubert St were affected. The affected properties are not correctly reflected in the EIS.

**I object** to the EIS because it underestimates the number of residents that will be highly affected by noise. It does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site.

- I object** to the EIS because the proponent incorrectly asserts construction traffic is unlikely to result in a noticeable increase in LAeq noise levels at receivers along the proposed construction traffic routes (Darley Road, Leichhardt and City West Link). This does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site. The impact of these will be substantial.

Commercial trucks are very loud; a standard diesel engine produces approximately 100 decibels (dB) of noise.

Engine braking noise can be disturbing both because it is loud and also as it has a distinctive characteristic modulation. Engine braking noise is caused by pulses of gases being emitted from the truck exhaust system, giving a 'machine gun' sound.

**I object** to the Darley Rd site because of the level of noise that the trucks will cause.

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

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

|  |            |            |            |
|--|------------|------------|------------|
| Name:  | [REDACTED] |            |            |
| Address:   | [REDACTED] | Suburb     | [REDACTED] |
|  | Post Code  | [REDACTED] |            |
| Please include my personal information when publishing this submission to your website    Yes/ <input checked="" type="radio"/> No |            |            |            |
| Declaration: I have not made any reportable political donations in the last 2 years.   |            |            |            |
| Signed:  | [REDACTED] | Date       | 7/10/17    |

- **Traffic and transport – hours of operation for spoil removal**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to access constraints and impacts on public transport, pedestrians and cyclists.

The proponent's failure stems from its contradictory and inconsistent assessment of the impacts of spoil removal from the site. In 8.3.1 of the EIS the proponent states that 'Where practical, spoil would be removed during the day, outside of peak periods.'

This is completely at odds with the proponents own figures for heavy vehicle movements in peak hour. In Table 8-42 Indicative daily and peak period construction traffic volumes it is indicated that there will be 14 heavy vehicle movements in the AM and PM peak. This is a spoil truck movement every 4 minutes. If the EIS is approved as is then the proponent's contractor will be permitted to remove spoil during peak periods and would have no constraints on the number of truck movements per hour.

No doubt in order to complete the project on time the contractor will have the maximum number of truck movements possible regardless of the impact on residents. I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because spoil trucks on Darley Rd will create traffic congestion during peak times (which are in actual fact longer than the peak hours on which the proponent bases its analysis).

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because spoil trucks on Darley Rd will create traffic queues and will increase traffic through local streets. The proponent is the guardian of the road network and knows that this will be the result.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which will allow spoil haulage directly onto the City West Link and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

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

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

|   |                      |                   |
|---|----------------------|-------------------|
| Name:   | [REDACTED]           |                   |
| Address:  | [REDACTED]           | Suburb [REDACTED] |
|   | Post Code [REDACTED] |                   |
| Please include my personal information when publishing this submission to your website Yes/NO |                      |                   |
| Declaration: I have not made any reportable political donations in the last 2 years.          |                      |                   |
| Signed:   | [REDACTED]           | Date 7/10/17      |

### Darley Road Civil and Tunnel Construction - Traffic

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

generation along Darley Road and the surrounding residential street network.

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

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

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

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

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

|  |
|--|
| Name: <i>GINA PRONESTI</i>   |
| Address: <i>191 NORTON STREET</i> Suburb <i>LEICHHARDT</i> Post Code <i>2040</i>   |
| Signature: <i>Gina M. Pronesti</i>   |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |
| Declaration: I have not made any reportable political donations in the last 2 years.   |

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

#### Noise impacts

- I **object** to the EIS because the proponent incorrectly asserts construction traffic is unlikely to result in a noticeable increase in LAeq noise levels at receivers along the proposed construction traffic routes (Darley Road, Leichhardt and City West Link). This does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site. The impact of these will be substantial.

Commercial trucks are very loud; a standard diesel engine produces approximately 100 decibels (dB) of noise.

Engine braking noise can be disturbing both because it is loud and also as it has a distinctive characteristic modulation. Engine braking noise is caused by pulses of gases being emitted from the truck exhaust system, giving a 'machine gun' sound.

I **object** to the Darley Rd site because of the level of noise that the trucks will cause.

#### Truck routes

- I **object** to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site and instead allows for the final plan to be detailed in the CTAMP, Preferred Infrastructure Report or Ancillary Facilities Management Plan. Peter Jones of SMC has on many occasions made representations to the community that his plan is to stage trucks from the port and eventually when possible to have them arrive and depart from the site underground when a tunnel is established between Leichhardt and the M4 East. He has also said that loading of spoil would take place underground at this time. He has recently told us of his plan to load trucks from a ramp off the city west link by means of a hopper conveyor which would pass over the Light rail station delivering spoil into silos below which trucks would pull up to receive their load. The laden trucks would then travel west bound along the city west link. None of this plan is detailed in the EIS. I **object** to the fact that I am denied the opportunity to assess the impacts of all options. I **object** to the fact that I will have no right or opportunity to have input into the CTAMP, PIR or AFMP on matters which will have a devastating impact to me and to residents near 7 Darley Rd.

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

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

|  |
|--|
| Name: <i>Madelaine Newling</i>   |
| Address: <i>68 James Street</i> Suburb <i>Leichhardt</i><br>Post Code <i>2040</i>  |
| Please include my personal information when publishing this submission to your website Yes / <input checked="" type="radio"/> No |
| Declaration: I have not made any reportable political donations in the last 2 years.   |
| Signed: <i>[Signature]</i> Date <i>8/10/17</i>   |

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

• **Air quality – exhaust emissions**

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

In 9.3 'Construction assessment methodology' of the EIS the proponent states that one of the main air pollution and amenity considerations at demolition/construction sites is increased concentrations of airborne particles and NO<sub>2</sub> due to exhaust emissions from on-site diesel-powered vehicles and construction equipment. In 9.3 the proponent also states that **'Exhaust emissions from on-site plant and site traffic are unlikely to have a significant impact on local air quality, and in the majority of cases they would not need to be quantitatively assessed.'**

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

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

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

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

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

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

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

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

#### Noise impacts

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

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

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

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

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

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

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

|   |                      |                   |
|---|----------------------|-------------------|
| Name:   | [REDACTED]           |                   |
| Address:  | [REDACTED]           | Suburb [REDACTED] |
|   | Post Code [REDACTED] |                   |
| Please include my personal information when publishing this submission to your website Yes/No |                      |                   |
| Declaration: I have not made any reportable political donations in the last 2 years.          |                      |                   |
| Signed:   | [REDACTED]           | Date 7/10/17      |

• **Traffic and transport – new right hand turning lane on the City West Link to James St**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent is planning to create a right hand turning lane on the City West Link to allow construction vehicles to turn right into James Street.

This is a dangerous proposal given that it involves turning into a steep blind corner which carries a high degree of risk of collision with oncoming vehicles and with pedestrians including the many school children who cross James St at this point.

It is reckless beyond belief to plan for large number of truck and dogs to make a right - hand turn into James St from the City West Link. Even vehicles crossing the City West Link from the Lilyfield Rd side of the City West Link have a higher risk of collision or error due to the steep blind turn. This would be even higher when making a right hand turn into James St from the City West Link.

This intersection is reported as being the third most dangerous for accidents in the Inner West.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because a right hand turning lane on the City West Link to allow construction vehicles to turn right into James Street creates an unacceptable risk of death and bodily injury due to collision.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Safer alternatives have been identified which will allow spoil haulage directly onto the City West Link and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

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

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

|   |            |        |                      |
|---|------------|--------|----------------------|
| Name:   | [REDACTED] |        |                      |
| Address:  | [REDACTED] | Suburb | [REDACTED] Post Code |
| Signature:  | [REDACTED] |        |                      |
| Please include my personal information when publishing this submission to your website Yes/No |            |        |                      |
| Declaration: I have not made any reportable political donations in the last 2 years.          |            |        |                      |

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

#### Non-compliance with SEARS

I object to the proposal because it does not comply with the SEARS requirements. The EIS must include, but not necessarily be limited to, a description of the project and **all components and activities** (including ancillary components and activities) required to construct and operate it, including the location and operational requirements of construction ancillary facilities and access.

In so far as it describes the Darley Road civil and tunnel site (C4) at Leichhardt the EIS does not meet this requirement because it does not describe the components and activities that have been described to the community either in meetings with LAW (Leichhardt Against WestConnex) or at the WestConnex Community Reference Group established by Sydney Motorway Corporation.

The EIS has been released before the proponent is able to describe how it actually plans to carry out construction activities at Darley Road, Leichhardt, in particular the plan for staging the arrival of spoil trucks.

The proponent via its agent Sydney Motorway Corporation's employee Peter Jones has advised on several occasions that spoil haulage trucks will be staged from the Sydney Ports land on Glebe Island via James Craig Rd. This is to avoid the situation at Haberfield where trucks circle the Northcote St site as they are not able to queue to enter it creating congestion and noise impacts as they drive slowly into Wattle St and Ramsay St. before making a second run at the Northcote St site from the Parramatta Road entrance.

No details of this staged spoil haulage proposal at Darley Road, Leichhardt are provided other than that 'construction traffic may also access the Darley Road civil and tunnel site (C4) at Leichhardt via the westbound lanes of City West Link'.

Peter Jones from Sydney Motorway Corporation has advised that he is in the process of finalising an agreement with Sydney Ports which will enable him to stage trucks from a location on Glebe Island via James Craig Rd. The EIS should not have been released before this plan was finalised. Peter Jones has advised that he is only required to describe the 'worst case scenario' in the EIS, which is trucks arriving ad hoc via the eastbound lanes of City West Link. The EIS should describe what the proponent actually plans to do as well as the worst case scenario so that the impacts of all options being considered can be assessed and commented on.

It is not clear from the EIS how the alternative plan for the staged arrival of spoil trucks from Sydney Ports will be documented and how stakeholders will have an opportunity to assess its impacts. The EIS does not specifically state that this staged arrival plan will be documented in the CTAMP, the Ancillary Facilities Management Plan or the Preferred Infrastructure Report.

I object to the EIS on the grounds that it does not comply with the SEARS:

#### Construction vehicle safety impacts

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

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

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

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

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

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

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

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

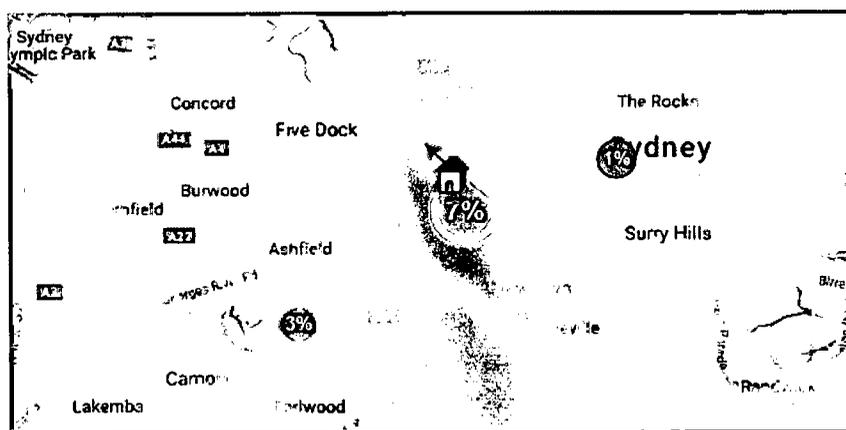
|  |   |
|--|---|
| Name:  | [REDACTED]  |
| Address:   | [REDACTED] Suburb [REDACTED] Post Code [REDACTED] |
| Signature:   | [REDACTED]  |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |   |
| Declaration: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

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

#### Cumulative impacts of aircraft emissions and spoil truck emissions

- I object to the EIS because the proponent has failed to take account of the cumulative impact of emissions from spoil truck vehicles from it proposed Darley Road, Leichhardt civil and tunnel site operations and emissions from aircraft to which residents near the site are already exposed.

The attached extract from Webtrak shows that Darley Road, Leichhardt and adjacent streets are directly under the flight path.



Airplane exhaust, like car exhaust, contains a variety of air pollutants, including sulfur dioxide and nitrogen oxides. Many of these particles of pollution are tiny, about a hundred millionths of an inch wide, or smaller than the width of a human hair. So-called particulate matter that's especially small is the main culprit in human health effects, especially since the particulates can become wedged deep in the lung and possibly enter the bloodstream, scientists say.

Exposure to loud noise from living under a flight path over a long period of time may increase the risk of developing high blood pressure or having a stroke, a 2013 study by researchers at the University of Athens suggests.

Researchers examined data from 420 people living near busy Athens International Airport in Greece and found living with high noise levels from aircraft, especially at night, was associated with high blood pressure.

Every additional 10 decibels of night-time aircraft noise appeared to result in a 69 per cent increased risk of high blood pressure, also known as hypertension.

The researchers at the University of Athens found that around half the participants (just under 45 per cent) were exposed to more than 55 decibels of daytime aircraft noise, while around one in four (just over 27 per cent) were exposed to more than 45 decibels of night-time aircraft noise.

Only around one in 10 (11 per cent) were exposed to significant road traffic noise of more than 55 decibels.

Between 2004-6 and 2013, 71 people were newly diagnosed with high blood pressure and 44 were diagnosed with heart flutter (cardiac arrhythmia), while a further 18 had a heart attack, the researchers found.

I object to the plan for a construction site on Darley Rd because in addition to the existing aircraft emissions and noise experienced by people living near the site, this will mean an additional cumulative impact of spoil truck diesel exhaust emissions and noise every 4 minutes in peak hour based on number of truck movements per hour and in excess of every 4 minutes per hour in non peak permitted construction hours. This will give rise to increased health risks from noise and air pollution which research suggest will cause increased blood pressure and risk of stroke.

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

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

|  |                      |                   |
|--|----------------------|-------------------|
| Name:  | [REDACTED]           |                   |
| Address:   | [REDACTED]           | Suburb [REDACTED] |
|  | Post Code [REDACTED] |                   |
| Please include my personal information when publishing this submission to your website Yes / <input checked="" type="radio"/> No |                      |                   |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                      |                   |
| Signed:  | [REDACTED]           | Date 7/10/17      |

### Darley Road Civil and Tunnel Construction - Traffic

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

generation along Darley Road and the surrounding residential street network.

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

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

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

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

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

|  |                   |
|--|-------------------|
| Name: [REDACTED]   |                   |
| Address: [REDACTED]<br>Post Code [REDACTED]  | Suburb [REDACTED] |
| Please include my personal information when publishing this submission to your website Yes <input type="radio"/> No <input checked="" type="radio"/> |                   |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                   |
| Signed: [REDACTED]   | Date 7/10/17      |

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

- **Traffic and transport - spoil haulage routes**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to route identification and scheduling of transport movements, particularly outside standard construction hours.

The proponent has only provided indicative spoil haulage routes in relation to the proposed Civil and Tunnel Construction site at Darley Road Leichhardt. In 8.3.1 of the EIS the proponent states that 'Spoil haulage routes would be confirmed during detailed design.'

The proponent has not provided an assessment of each of the possible spoil haulage route options even though both SMC and RMS have discussed these with stakeholders prior to release of the EIS.

Spoil haulage has a high environmental impact and the failure to describe the impacts of each of the possible spoil haulage options is a serious defect in the EIS.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which will allow spoil haulage directly onto the City West Link and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

- **Traffic and transport - spoil haulage routes**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to route identification and scheduling of transport movements, particularly outside standard construction hours.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to assess the impacts of all the spoil haulage routes to and from the site that SMC is considering. These include the option of staging trucks from Sydney

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

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

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

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

#### Pedestrian and cyclist movements

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

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

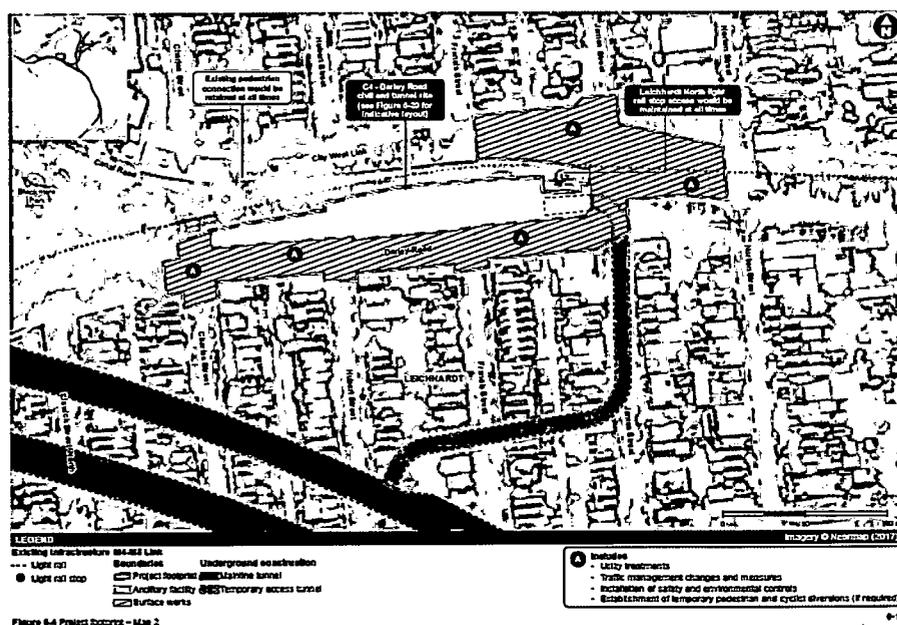
'Temporary changes to Darley Road to enable access to and from the ancillary facility would likely be required. These may include changes to line marking to provide a temporary turning lane for construction traffic and temporary diversions to the pedestrian path on the northern side of Darley Road. These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

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

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

#### Light rail access

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



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

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

|   |                      |                   |
|---|----------------------|-------------------|
| Name:   | [REDACTED]           |                   |
| Address:  | [REDACTED]           | Suburb [REDACTED] |
|   | Post Code [REDACTED] |                   |
| Please include my personal information when publishing this submission to your website Yes / No |                      |                   |
| Declaration: I have not made any reportable political donations in the last 2 years.            |                      |                   |
| Signed:   | [REDACTED]           | Date 7/10/17      |

• **Traffic and transport – hours of operation for spoil removal**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to access constraints and impacts on public transport, pedestrians and cyclists.

The proponent's failure stems from its contradictory and inconsistent assessment of the impacts of spoil removal from the site. In 8.3.1 of the EIS the proponent states that 'Where practical, spoil would be removed during the day, outside of peak periods.'

This is completely at odds with the proponents own figures for heavy vehicle movements in peak hour. In Table 8-42 Indicative daily and peak period construction traffic volumes it is indicated that there will be 14 heavy vehicle movements in the AM and PM peak. This is a spoil truck movement every 4 minutes. If the EIS is approved as is then the proponent's contractor will be permitted to remove spoil during peak periods and would have no constraints on the number of truck movements per hour.

No doubt in order to complete the project on time the contractor will have the maximum number of truck movements possible regardless of the impact on residents. I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because spoil trucks on Darley Rd will create traffic congestion during peak times (which are in actual fact longer than the peak hours on which the proponent bases its analysis).

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because spoil trucks on Darley Rd will create traffic queues and will increase traffic through local streets. The proponent is the guardian of the road network and knows that this will be the result.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which will allow spoil haulage directly onto the City West Link and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

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

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

|  |   |
|--|---|
| Name:  | [REDACTED]  |
| Address:   | [REDACTED] suburb [REDACTED] Post Code [REDACTED] |
| Signature:   | [REDACTED]  |
| Please include my personal information when publishing this submission to your website <input type="radio"/> Yes <input checked="" type="radio"/> No |   |
| Declaration: I have not made any reportable political donations in the last 2 years.   |   |

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

#### Noise impacts

I object to the the Darley Road civil and tunnel site (C4) at Leichhardt because engine noise from the trucks approaching the intersection up the grade would be a constant source of annoyance to residents of Darley Road down to its intersection with Charles Street.

The independent engineer engaged by the Inner West Council Jim Holt also came to this conclusion in his report to the Council. SMC have not recognised this impact in the EIS. They sent a response to the Council as follows:

**Response:** Noise from construction traffic using the public road network is assessed under the Roads and Maritime Noise Criteria Guideline (NCG), which documents Roads and Maritime's approach to implementing the Road Noise Policy (RNP). Under the NCG, an initial screening test is carried out to determine whether noise levels would increase by more than two decibels (dBA). This represents an increase in the number of vehicles of approximately 60 per cent due to construction traffic or a temporary reroute due to a road closure. Where increases are 2dBA or less, then further assessment is required as noise level changes would most likely not be perceptible to most people. Where noise levels increase by more than 2dBA (i.e. 2.1 dBA or greater) further assessment is required using criteria presented in the NCG.

Darley Road is currently being used by heavy vehicles and light commercial vehicles (construction, delivery etc) that contribute to background noises. The predicted traffic noise increase (dBA) at the Darley Road site is around 0.5dBA.

You do not need to be an acoustic engineer to know that truck and dogs are very noisy and that local residents will be impacted greatly, especially those close to where trucks will be accelerating and decelerating. Darley Road, Leichhardt is not currently experiencing 14 truck and dog movements an hour during peak time stated in the EIS and an unknown (but presumably greater) number of truck movements within off peak construction hours. This is a truck movement every 3-4 minutes during peak. Assuming that they will increase truck movements during off peak residents can expect a truck every 2-3 minutes. We do not need a screening test or assessment to tell us that residents will be subjected to extreme levels of truck noise.

SMC's response does not acknowledge this and does not refute Jim Holt's conclusion that residents will be impacted. SMC's response like the proponent's EIS fails to acknowledge the true impact of the Darley Road civil and tunnel site (C4) at Leichhardt.

The resident's of Darley Rd, Francis, Hubert and Charles St have little acoustic protection against the noise of truck engines, exhaust and brakes and non is contemplated in the EIS.

I object to the Darley Road civil and tunnel site (C4) at Leichhardt because the truck noise impacts for residents will be too great for the extended period of construction involved and the Darley Road civil and tunnel site (C4) at Leichhardt should be rejected on this basis.

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

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

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

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

#### Truck routes

- I object to the EIS because it suggests that no local roads would be used by heavy vehicles during works yet at the same time acknowledges that spoil trucks may use local roads in exceptional circumstances which include when there is queuing to get into the site. Darley Rd is highly congested with traffic queues forming during much of the day which will lead to queues to enter the site. Queuing will not therefore be an exceptional circumstance and the result will be that spoil trucks are able to use local roads without being in breach, which will be often. This is unacceptable to residents of Francis, Hubert, William and Charles St and I object to the EIS on this basis. As queuing cannot be avoided on Darley Rd this clearly shows why this location is inappropriate. The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents' lives be put at risk because the project must be delivered as soon as possible?
- I object to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site, which SMC have on many occasions told the community they are contemplating as alternatives.

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

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

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

I object to the proposal for vehicles associated with spoil haulage to travel eastbound on City West Link and turn right into Darley Rd. This proposal is dangerous and the impacts and risks are too great. Darley Rd is acknowledged by RMS to be a sub-standard road in terms of its construction. The intersection from the city west link is a steep blind turn even for traffic coming across from James St. This is followed by immediate left hand turns into both Francis St and Hubert St. A number of properties on Darley Rd would be at risk of destruction from spoil haulage trucks in the event of a truck having to brake suddenly to avoid stationary vehicles.

The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents lives be put at risk because the project must be delivered as soon as possible?

- I object to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site and instead allows for the final plan to be detailed in the CTAMP, Preferred Infrastructure Report or Ancillary Facilities Management Plan.

Peter Jones of SMC has on many occasions made representations to the community that his plan is to stage trucks from the port and eventually when possible to have them arrive and depart from the site underground when a tunnel is established between Leichhardt and the M4 East. He has also said that loading of spoil would take place underground at this time. He has recently told us of his plan to load trucks from a ramp off the city west link by means of a hopper conveyor which would pass over the Light rail station delivering spoil into silos below which trucks would pull up to receive their load. The laden trucks would then travel west bound along the city west link. None of this plan is detailed in the EIS.

I object to the fact that I am denied the opportunity to assess the impacts of all options. I object to the fact that I will have no right or opportunity to have input into the CTAMP, PIR or AFMP on matters which will have a devastating impact to me and to residents near 7 Darley Rd.

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

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

|  |                      |                   |
|--|----------------------|-------------------|
| Name:  | [REDACTED]           |                   |
| Address:   | [REDACTED]           | Suburb [REDACTED] |
|  | Post Code [REDACTED] |                   |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / <input type="radio"/> No |                      |                   |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                      |                   |
| Signed:  | [REDACTED]           | Date 7/10/17      |

• **Traffic and transport - construction worker parking**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because it is inevitable that workers will end up parking in streets near to the site and this will impact on residents in a number of ways.

- Residents will be competing for parking with both workers and commuters who already park in the streets near the light rail. Most houses in the streets near the site do not have off-street parking so residents are already pressed for parking spaces. During the renovation of the Darley Rd site for the Dan Murphys in 2016 workers parked in local roads like Charles St, Hubert St, Darley Rd and Francis St even when there was parking on site. This was of great inconvenience to residents especially those with young children and the aged. Residents had to complain to Woolworths and to the contractor Flexem on numerous occasions.
- Residents will be disturbed by workers arriving for or leaving from shifts at anti-social hours. Residents who work shifts and need to rest during the day will be disturbed by the additional noise of vehicles coming and going. During the renovation of the Darley Rd site for the Dan Murphys in 2016 there were instances of workers parking with engines idling first thing in the morning disturbing residents.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because there is no plan for worker parking and as a result the residents of Charles St, Hubert St, Darley Rd and Francis St will not be able to park on their streets and will be adversely impacted by worker parking.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which provide adequate worker parking and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

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

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

|  |                      |                   |
|--|----------------------|-------------------|
| Name:  | [REDACTED]           |                   |
| Address:   | [REDACTED]           | Suburb [REDACTED] |
|  | Post Code [REDACTED] |                   |
| Please include my personal information when publishing this submission to your website Yes <input checked="" type="radio"/> No <input type="radio"/> |                      |                   |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                      |                   |
| Signed:  | [REDACTED]           | Date 7/10/17      |

• **Traffic and transport - use of local roads by heavy vehicles**

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to access constraints and impacts on public transport, pedestrians and cyclists.

In Note 1 to Table 8-43 'Indicative access routes to and from construction ancillary facilities' the proponent states that 'Some use of local roads by heavy vehicles delivering materials and/or equipment may also be required, however this would be minimised as far as practicable.'

The experience of residents in local streets near other tunnel construction sites such as the streets near the M4 East site at Northcote St Haberfield is that heavy and light vehicles use these local streets and cause a high level of adverse impact. The complaints relate to construction vehicles parking out local residents, idling engines, using local roads after hours and carrying rattling loads that increase the noise impact to residents.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because if it is allowed to proceed then it is inevitable that residents of Charles St, Hubert St and Francis St, which are quiet residential streets, will experience these same very adverse impacts. Once approval is given residents will not be able to enforce a minimal level of use of local roads by light or heavy vehicles associated with the Civil and Tunnel Construction site at Darley Road. It is inevitable that minimal use will become standard use. The contractor who is appointed to the project will be allowed to use local roads and will not be able to stop sub-contractors using local roads.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which would avoid or minimise the use of local streets and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

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

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

|  |            |        |                      |
|--|------------|--------|----------------------|
| Name:  | [REDACTED] |        |                      |
| Address:   | [REDACTED] | Suburb | [REDACTED] Post Code |
| Signature:   | [REDACTED] |        |                      |
| Please include my personal information when publishing this submission to your website Yes <input type="radio"/> No <input checked="" type="radio"/> |            |        |                      |
| Declaration: I have not made any reportable political donations in the last 2 years. 7/10/17   |            |        |                      |

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

#### Noise impacts

- The proponent has identified that the most affected receivers are residential receivers which adjoin the Darley Road civil and tunnel site (C4) at Leichhardt on Darley Road between Norton Street and Falls Street. The most noise affected receivers are located between Charles Street and Norton Street due to their proximity to the construction site.

The proponent has identified that the worst case construction scenario will occur during

- Road adjustments works
- spoil handling works within the acoustic shed during all works periods

Highest construction noise impacts:

- Use of a rock breaker during the daytime period as part of the demolition works and
- Use of a road profiler during the night-time period as part of the road adjustment works

I object to the EIS because the proponent provides that spoil handling works within the acoustic shed will take place for the duration of the construction phase which could be up to two to three years' duration, yet there is no clear plan for measures that will be taken to minimise noise impacts.

- I object to the Darley Road civil and tunnel site (C4) at Leichhardt on the basis that there is no clear plan in the EIS for measures that will provide the maximum possible level of mitigation from noise impacts. I also object because there is no clear plan for remedies available to residents who are impacted.
- I object to the EIS because the proponent's assessment of who are Highly Noise Affected receivers in the area adjacent to the Darley Road civil and tunnel site (C4) at Leichhardt is incorrect and wrongly minimises the actual number of Highly Noise Affected receivers.
- Many residents in Charles St and Hubert St were highly affected by noise from works conducted during the renovation of 7 Darley Rd in 2016. In Hubert St, residents at least as far as No 31 and No 32 Hubert St were affected. The affected properties are not correctly reflected in the EIS.

I object to the EIS because it underestimates the number of residents that will be highly affected by noise. It does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site.

- I object to the EIS because the proponent incorrectly asserts construction traffic is unlikely to result in a noticeable increase in LAeq noise levels at receivers along the proposed construction traffic routes (Darley Road, Leichhardt and City West Link). This does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site. The impact of these will be substantial.

Commercial trucks are very loud; a standard diesel engine produces approximately 100 decibels (dB) of noise.

Engine braking noise can be disturbing both because it is loud and also as it has a distinctive characteristic modulation. Engine braking noise is caused by pulses of gases being emitted from the truck exhaust system, giving a 'machine gun' sound.

I object to the Darley Rd site because of the level of noise that the trucks will cause.

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

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

|  |            |        |                                 |
|--|------------|--------|---------------------------------|
| Name:  | [REDACTED] |        |                                 |
| Organisation:  | [REDACTED] |        |                                 |
| Address:   | [REDACTED] | Suburb | [REDACTED] Post Code [REDACTED] |
| Email:   | [REDACTED] |        |                                 |
| Please include my personal information when publishing this submission to your website. <input checked="" type="checkbox"/> Yes / No |            |        |                                 |
| Declaration: I have not made any reportable political donations in the last 2 years.   |            |        |                                 |

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

#### Hours of operation

- I object** to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

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

'Spoil handling associated with tunnelling supported by the Darley Road civil and tunnel site would occur 24 hours a day, seven days a week. Spoil would be handled below ground wherever practicable to reduce the potential for amenity impacts in adjacent areas. Spoil handling at the surface outside standard day time construction hours would occur within an acoustic shed to manage potential amenity impacts. Spoil removal from this site would only occur within standard construction hours, between 7.00 am and 6.00 pm Monday to Friday, and between 8.00 am and 1.00 pm on Saturdays.'

The EIS allows for the possibility of spoil handling above ground 24 hours 7 days a week. The EIS fails to assess or explain the impacts of this on the residents in nearby streets. These impacts could include construction noise, light and heavy vehicles (other than spoil trucks), workers arriving for shifts and leaving after shifts. It is not clear to what extent the acoustic shed will contain noise. The Jim Holt report stated that the acoustic shed would not operate effectively due to its location on the site. It is not clear whether the proponent will mandate the contractor to employ the highest level of acoustic protection rather than what is feasible.

**I object** to the EIS and the Darley Rd construction site. The proponent should be directed to abandon its plan for a dive site as it is clear impacts are too great for the community. At the very least the site should be restricted to standard construction hours for all operations above ground and there should be no shifts commencing or ending outside of standard construction hours. The proponent should be directed to find a site where its operations will not impact on residents outside of standard construction hours.

- I object** to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

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

'Reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site. Local residents, businesses and the NSW EPA would be kept informed about works outside standard day time construction hours at the site.'

The EIS allows for the possibility of spoil handling above ground 24 hours 7 days a week. The EIS fails to assess or explain the impacts of this on the residents in nearby streets. These impacts could include construction noise, light and heavy vehicles (other than spoil trucks), workers arriving for shifts and leaving after shifts. It is not clear to what extent the acoustic shed will contain noise. The Jim Holt report stated that the acoustic shed would not operate effectively due to its location on the site. It is not clear whether the proponent will mandate the contractor to employ the highest level of acoustic protection rather than what is feasible.

**I object** to the EIS because the proponent/contractor would only have to keep local residents, businesses and the NSW EPA informed about works outside standard day time construction hours at the site. Local residents, businesses and the NSW EPA would have no right to limit works outside standard day time construction hours at the site. As we have seen with other stages of WestConnex this leads to devastating impacts for residents who must endure significant periods of exposure to out of hours works which involve noise, lights and disturbance.

**I object** to the EIS and the Darley Rd construction site. The proponent should be directed to abandon its plan for a dive site as it is clear impacts are too great for the community. At the very least the site should be restricted to standard construction hours for all operations above ground and there should be no shifts commencing or ending outside of standard construction hours. The proponent should be directed to find a site where its operations will not impact on residents outside of standard construction hours.

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

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

|  |                   |  |
|--|-------------------|--|
| Name: [REDACTED]   |                   |  |
| Organisation: [REDACTED]   |                   |  |
| Address: [REDACTED]  | Suburb [REDACTED] | Post Code [REDACTED]                         |
| Email: [REDACTED]  |                   |  |
| Please include my personal information when publishing this submission to your website |                   | <input checked="" type="checkbox"/> Yes / No |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                   |  |

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

#### Noise impacts

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

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

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

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

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

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

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

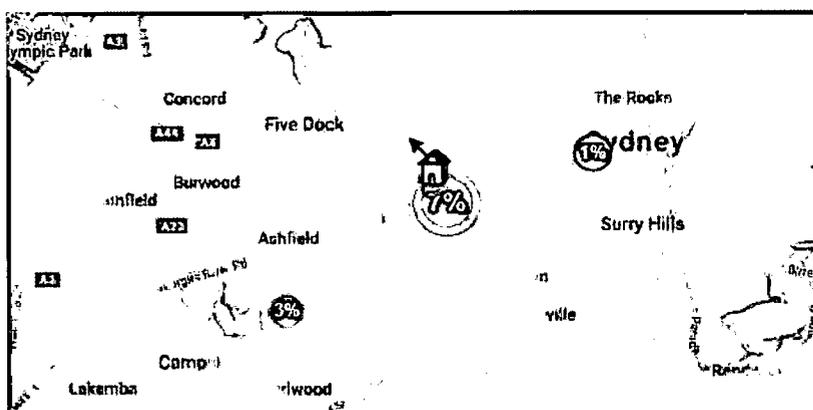
|  |            |            |            |
|--|------------|------------|------------|
| Name:  | [REDACTED] |            |            |
| Organisation:  | [REDACTED] |            |            |
| Address:   | [REDACTED] | Suburb:    | [REDACTED] |
|  |            | Post Code: | [REDACTED] |
| Email:   | [REDACTED] |            |            |
| Please include my personal information when publishing this submission to your website |            | Yes / No   |            |
| Declaration: I have not made any reportable political donations in the last 2 years.   |            |            |            |

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

#### Cumulative impacts of aircraft emissions and spoil truck emissions

- I object** to the EIS because the proponent has failed to take account of the cumulative impact of emissions from spoil truck vehicles from its proposed Darley Road, Leichhardt civil and tunnel site operations and emissions from aircraft to which residents near the site are already exposed.

The attached extract from Webtrak shows that Darley Road, Leichhardt and adjacent streets are directly under the flight path.



Airplane exhaust, like car exhaust, contains a variety of air pollutants, including sulfur dioxide and nitrogen oxides. Many of these particles of pollution are tiny, about a hundred millionths of an inch wide, or smaller than the width of a human hair. So-called particulate matter that's especially small is the main culprit in human health effects, especially since the particulates can become wedged deep in the lung and possibly enter the bloodstream, scientists say.

Exposure to loud noise from living under a flight path over a long period of time may increase the risk of developing high blood pressure or having a stroke, a 2013 study by researchers at the University of Athens suggests.

Researchers examined data from 420 people living near busy Athens International Airport in Greece and found living with high noise levels from aircraft, especially at night, was associated with high blood pressure.

Every additional 10 decibels of night-time aircraft noise appeared to result in a 69 per cent increased risk of high blood pressure, also known as hypertension.

The researchers at the University of Athens found that around half the participants (just under 45 per cent) were exposed to more than 55 decibels of daytime aircraft noise, while around one in four (just over 27 per cent) were exposed to more than 45 decibels of night-time aircraft noise.

Only around one in 10 (11 per cent) were exposed to significant road traffic noise of more than 55 decibels.

Between 2004-6 and 2013, 71 people were newly diagnosed with high blood pressure and 44 were diagnosed with heart flutter (cardiac arrhythmia), while a further 18 had a heart attack, the researchers found.

**I object** to the plan for a construction site on Darley Rd because in addition to the existing aircraft emissions and noise experienced by people living near the site, this will mean an additional cumulative impact of spoil truck diesel exhaust emissions and noise every 4 minutes in peak hour based on number of truck movements per hour and in excess of every 4 minutes per hour in non peak permitted construction hours. This will give rise to increased health risks from noise and air pollution which research suggest will cause increased blood pressure and risk of stroke.

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

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

- ✦ The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.
- ✦ There is no evidence provided in the EIS that the ventilation outlets will be date. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.
- ✦ The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
- ✦ The EIS states that all vegetation will be removed on the site which includes a mature tree. I object to the removal of the tree which creates a visual and noise barrier for residents from the City West Link. If the tree is removed it must be replaced with a mature tree as soon as the remediation of the site commences.
- ✦ The proposal for a permanent water treatment plant and substation to the south of the site on Darley Road will prevent direct pedestrian access to the light rail station. It will affect the future uses of the site once the project is completed. The facility is out of step with the area which is comprised of low rise homes and detracts from the visual amenity of the area. This site is a pedestrian hub and will be a visual blight for pedestrians, bike users and the homes that have direct line of sight to the facility. It should not be permitted on this site.
- ✦ The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

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

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

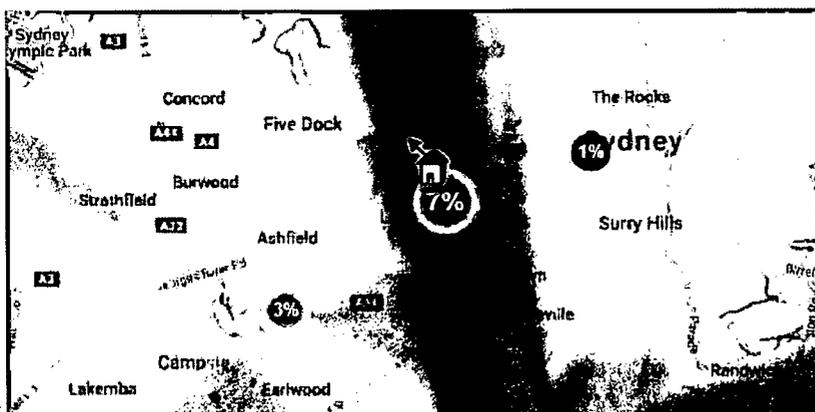
|   |   |
|---|---|
| Name:   | [REDACTED]  |
| Organisation:   | [REDACTED]  |
| Address:  | [REDACTED] Suburb [REDACTED] Post Code [REDACTED] |
| Email:  | [REDACTED]  |
| Please include my personal information when publishing this submission to your website <input checked="" type="checkbox"/> Yes / No |   |
| Declaration: I have not made any reportable political donations in the last 2 years.  |   |

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

**Cumulative impacts of aircraft noise and construction noise**

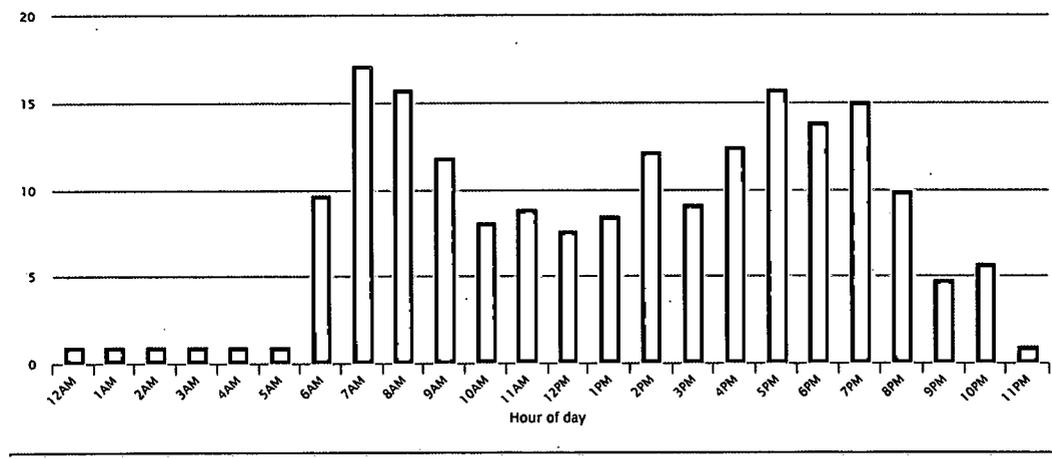
- I object to the EIS because the proponent has failed to take account of the cumulative impact of its proposed Darley Road, Leichhardt civil and tunnel site operations and the aircraft noise which the residents near the site already endure.

The attached extract from Webtrak shows that Darley Road, Leichhardt and adjacent streets are directly under the flight path.



Airservices Australia reports that in April to June 2017 the number of average daily noise events over 70 dBA. In Leichhardt this is an average of 16- 17 per hour over the peak morning period and 16 per hour in the early evening peak period.

Hourly distribution of noise events above 70dBA



I object to the plan for a construction site on Darley Rd because this will mean an additional cumulative impact of spoil truck diesel engine, exhaust and potentially air brake noise every 4 minutes in peak hour based on number of truck movements per hour and in excess of every 4 minutes per hour in non peak permitted construction hours.

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

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

|   |            |        |                      |
|---|------------|--------|----------------------|
| Name:   | [REDACTED] |        |                      |
| Organisation:   | [REDACTED] |        |                      |
| Address:  | [REDACTED] | Suburb | [REDACTED]           |
|   |            |        | Post Code [REDACTED] |
| Email:  | [REDACTED] |        |                      |
| Please include my personal information when publishing this submission to your website <input checked="" type="checkbox"/> Yes / No |            |        |                      |
| Declaration: I have not made any reportable political donations in the last 2 years.  |            |        |                      |

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

#### Truck routes

- I object** to the EIS because it suggests that no local roads would be used by heavy vehicles during works yet at the same time acknowledges that spoil trucks may use local roads in exceptional circumstances which include when there is queuing to get into the site. Darley Rd is highly congested with traffic queues forming during much of the day which will lead to queues to enter the site. Queuing will not therefore be an exceptional circumstance and the result will be that spoil trucks are able to use local roads without being in breach, which will be often. This is unacceptable to residents of Francis, Hubert, William and Charles St and **I object** to the EIS on this basis. As queuing cannot be avoided on Darley Rd this clearly shows why this location is inappropriate. The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents' lives be put at risk because the project must be delivered as soon as possible?
- I object** to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site, which SMC have on many occasions told the community they are contemplating as alternatives.

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

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

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

**I object** to the proposal for vehicles associated with spoil haulage to travel eastbound on City West Link and turn right into Darley Rd. This proposal is dangerous and the impacts and risks are too great. Darley Rd is acknowledged by RMS to be a sub-standard road in terms of its construction. The intersection from the city west link is a steep blind turn even for traffic coming across from James St. This is followed by immediate left hand turns into both Francis St and Hubert St. A number of properties on Darley Rd would be at risk of destruction from spoil haulage trucks in the event of a truck having to brake suddenly to avoid stationary vehicles.

The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents lives be put at risk because the project must be delivered as soon as possible?

- I object** to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site and instead allows for the final plan to be detailed in the CTAMP, Preferred Infrastructure Report or Ancillary Facilities Management Plan.

Peter Jones of SMC has on many occasions made representations to the community that his plan is to stage trucks from the port and eventually when possible to have them arrive and depart from the site underground when a tunnel is established between Leichhardt and the M4 East. He has also said that loading of spoil would take place underground at this time. He has recently told us of his plan to load trucks from a ramp off the city west link by means of a hopper conveyor which would pass over the Light rail station delivering spoil into silos below which trucks would pull up to receive their load. The laden trucks would then travel west bound along the city west link. None of this plan is detailed in the EIS.

**I object** to the fact that I am denied the opportunity to assess the impacts of all options. **I object** to the fact that I will have no right or opportunity to have input into the CTAMP, PIR or AFMP on matters which will have a devastating impact to me and to residents near 7 Darley Rd.

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

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

|  |            |   |                                 |
|--|------------|---|---------------------------------|
| Name:  | [REDACTED] |   |                                 |
| Organisation:  | [REDACTED] |   |                                 |
| Address:   | [REDACTED] | Suburb                                      | [REDACTED] Post Code [REDACTED] |
| Email:   | [REDACTED] |   |                                 |
| Please include my personal information when publishing this submission to your website |            | <input checked="" type="checkbox"/> Yes/ No |                                 |
| Declaration: I have not made any reportable political donations in the last 2 years.   |            |   |                                 |

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

### Non-compliance with SEARS

**I object** to the proposal because it does not comply with the SEARS requirements. The EIS must include, but not necessarily be limited to, a description of the project and **all components and activities** (including ancillary components and activities) required to construct and operate it, including the location and operational requirements of construction ancillary facilities and access.

In so far as it describes the Darley Road civil and tunnel site (C4) at Leichhardt the EIS does not meet this requirement because it does not describe the components and activities that have been described to the community either in meetings with LAW (Leichhardt Against WestConnex) or at the WestConnex Community Reference Group established by Sydney Motorway Corporation.

The EIS has been released before the proponent is able to describe how it actually plans to carry out construction activities at Darley Road, Leichhardt, in particular the plan for staging the arrival of spoil trucks.

The proponent via its agent Sydney Motorway Corporation's employee Peter Jones has advised on several occasions that spoil haulage trucks will be staged from the Sydney Ports land on Glebe Island via James Craig Rd. This is to avoid the situation at Haberfield where trucks circle the Northcote St site as they are not able to queue to enter it creating congestion and noise impacts as they drive slowly into Wattle St and Ramsay St. before making a second run at the Northcote St site from the Parramatta Road entrance.

No details of this staged spoil haulage proposal at Darley Road, Leichhardt are provided other than that 'construction traffic may also access the Darley Road civil and tunnel site (C4) at Leichhardt via the westbound lanes of City West Link'.

Peter Jones from Sydney Motorway Corporation has advised that he is in the process of finalising an agreement with Sydney Ports which will enable him to stage trucks from a location on Glebe Island via James Craig Rd. The EIS should not have been released before this plan was finalised. Peter Jones has advised that he is only required to describe the 'worst case scenario' in the EIS, which is trucks arriving ad hoc via the eastbound lanes of City West Link. The EIS should describe what the proponent actually plans to do as well as the worst case scenario so that the impacts of all options being considered can be assessed and commented on.

It is not clear from the EIS how the alternative plan for the staged arrival of spoil trucks from Sydney Ports will be documented and how stakeholders will have an opportunity to assess its impacts. The EIS does not specifically state that this staged arrival plan will be documented in the CTAMP, the Ancillary Facilities Management Plan or the Preferred Infrastructure Report.

**I object** to the EIS on the grounds that it does not comply with the SEARS.

### Construction vehicle safety impacts

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

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

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

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

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

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

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

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]

Application Name: WestConnex M4-M5 Link

Suburb: [REDACTED]

Postcode [REDACTED]

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

- We object to the location of a permanent substation and water treatment plant following the completion of the project on the Darley Road site. This will limit the future uses of the land and the community has been continually assured that the land, which is Government-owned, would be available for community purposes. The presence of this facility will forever prevent the ability for safe and direct pedestrian access to the light rail stop, with users required to walk down a dark and winding path. It will also limit the future use of the site. If a permanent facility is to be located then it should be moved to the north of the site so that it is out of sight of homes and has less visual impact on residents.
- Tunnel depths the tunnel depths for the Leichhardt area as low as 35 metres. This creates an unacceptable risk of damage to homes due to settlement (ground movement). The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk. There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However no details or assurance as to how this will occur are provided. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It will lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to Westconnex works, with no assurance that this property damage will be promptly and satisfactorily fixed.
- The EIS states that, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS.
- Many students walk or ride to Orange Grove and Leichhardt Secondary College schools via Darley Road. There are also a number of childcare centres very close to the Darley Road site.
- The presence of 170 heavy and light vehicle movements a day at this site will create an unacceptable risk to students. The EIS should not permit any truck movements near the Darley Road site. The alternative proposal which provides that all spoil trucks enter and leave from the City West link is the only proposal that should be considered.
- All of the streets abutting Darley Road identified as NCA 13 (James Street to Falls Street) should have a strict prohibition on any truck movements and worker contractor parking. These homes are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. The EIS needs to prohibit outright truck movements (including parking) and worker parking on all of these streets.

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

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

|   |            |            |            |
|---|------------|------------|------------|
| Name:   | [REDACTED] |            |            |
| Organisation:   | [REDACTED] |            |            |
| Address:  | [REDACTED] | Suburb:    | [REDACTED] |
|   |            | Post Code: | [REDACTED] |
| Email:  | [REDACTED] |            |            |
| Please include my personal information when publishing this submission to your website <input checked="" type="checkbox"/> / No |            |            |            |
| Declaration: I have not made any reportable political donations in the last 2 years.  |            |            |            |

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

**Pedestrian and cyclist movements**

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

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

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

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

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

**Light rail access**

- I object** to the EIS because it does not guarantee that the existing access to the Leichhardt North light rail stop would be maintained at all times. Fig 6-4 indicates that only the eastern access will be maintained. This greatly disadvantages the elderly and disabled who have to walk up a steep hill to the eastern access. If the proponent cannot guarantee access to the Leichhardt North light rail stop from the existing entry points or from points that are accessible to all then the Darley Road, Leichhardt construction site should be abandoned. The proponent should be directed to find a site where its operations will not impact on users of the Light Rail.

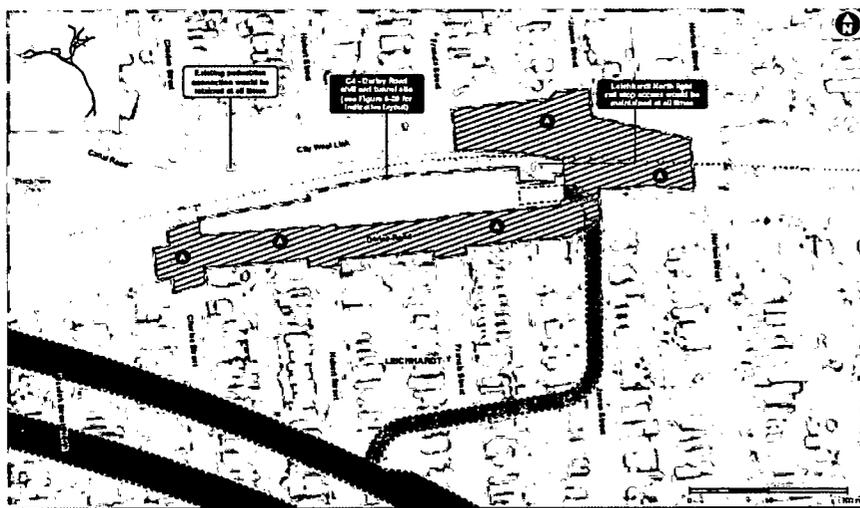


Figure 6-4 Project features - Map 2

Attention Director  
Application Number: SSI 7485 Application

Infrastructure Projects, Planning Services,  
Department of Planning and Environment  
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

Please include 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:

- The EIS states that an alternative truck movement is proposed which involves use of the City West Link and no need for spoil trucks to access Darley Road. This proposal is supported, subject to further information about potential impacts being provided. The EIS should not be approved on its current basis which provides for 170 heavy and light vehicles accessing Darley Road on a daily basis. This will create unacceptable safety issues and noise impacts for adjacent homes while also compromising pedestrian and bicycle access to the light rail and bay run. It will also lead to truck chaos on this critical arterial road providing access to and across the City west Link. The current proposal which provides for truck movements solely on Darley Road should not be approved and approval should only be given to the alternative proposal. I repeat however my objection to the selection of this site altogether, but propose the least worst impact should be chosen if this site is to be used.
- The EIS indicates that 36 homes will have unacceptable noise impacts for extended periods at the Darley road construction site. The EIS does not mention the cumulative impact of aircraft noise in the Leichhardt or St Peters area, and therefore does not reflect the true impact of construction noise on the amenity of nearby residents and businesses. The noise impacts of construction are not able to be mitigated to an acceptable level and the EIS should not be approved on this basis.
- We object to the selection of the Darley Road site on the basis that it provides for daily movements of 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College. The EIS states that an alternative truck movement is proposed which involves use of the City West Link with no trucks to access Darley Road. The selection of Darley Road should not be approved if it involves any truck movements on Darley Road, which is what it currently provides.
- No workers associated with the WestConnex project should be permitted to park on local streets. Parking is at a premium in this area and many residents do not have off-street parking. The removal of 20 car spaces for five years as is proposed on Darley Road will worsen this situation as will the removal of 'kiss and ride facilities' at the light rail. There is also a pre-DA application for 120 units on William Street which is not taken into account in the EIS. This will place further stress on parking. The EIS needs to outright prohibit any worker parking on local streets.
- Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.

Attention Director

Application Number: SSI 7485 Application

Infrastructure Projects, Planning Services,  
Department of Planning and Environment  
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

Please include 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:

- The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unliveable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.
- I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west.
- The EIS permits trucks to access local roads in exceptional circumstances which includes queuing at the site. Given the constraints of the Darley Road site queuing will be the usual situation. The EIS needs to be amended to remove queuing as an exceptional circumstance. The truck movements should properly be managed by the contractor so that there is no queuing. This exception will make it easier for contractors to neglect their obligation to monitor and manage truck movements in and out of the site and needs to be removed. The EIS needs to specifically mention all local streets abutting Darley Road and expressly prohibit truck movements (including parking) on these streets. This should include all streets from the north (James St) to the south (Falls Road), which are near the project footprint.
- Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.
- The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

**Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001**

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|   |            |            |            |
|---|------------|------------|------------|
| Name:   | [REDACTED] |            |            |
| Organisation:   | [REDACTED] |            |            |
| Address:  | [REDACTED] | Suburb:    | [REDACTED] |
|   |            | Post Code: | [REDACTED] |
| Email:  | [REDACTED] |            |            |
| Please include my personal information when publishing this submission to your website <input checked="" type="checkbox"/> Yes / No |            |            |            |
| Declaration: I have not made any reportable political donations in the last 2 years.  |            |            |            |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

### Noise impacts

- The proponent has identified that the most affected receivers are residential receivers which adjoin the Darley Road civil and tunnel site (C4) at Leichhardt on Darley Road between Norton Street and Falls Street. The most noise affected receivers are located between Charles Street and Norton Street due to their proximity to the construction site.

The proponent has identified that the worst case construction scenario will occur during

- Road adjustments works
- spoil handling works within the acoustic shed during all works periods

Highest construction noise impacts:

- Use of a rock breaker during the daytime period as part of the demolition works and
- Use of a road profiler during the night-time period as part of the road adjustment works

**I object** to the EIS because the proponent provides that spoil handling works within the acoustic shed will take place for the duration of the construction phase which could be up to two to three years' duration, yet there is no clear plan for measures that will be taken to minimise noise impacts.

- I object** to the Darley Road civil and tunnel site (C4) at Leichhardt on the basis that there is no clear plan in the EIS for measures that will provide the maximum possible level of mitigation from noise impacts. I also object because there is no clear plan for remedies available to residents who are impacted.
- I object** to the EIS because the proponent's assessment of who are Highly Noise Affected receivers in the area adjacent to the Darley Road civil and tunnel site (C4) at Leichhardt is incorrect and wrongly minimises the actual number of Highly Noise Affected receivers.
- Many residents in Charles St and Hubert St were highly affected by noise from works conducted during the renovation of 7 Darley Rd in 2016. In Hubert St, residents at least as far as No 31 and No 32 Hubert St were affected. The affected properties are not correctly reflected in the EIS.

**I object** to the EIS because it underestimates the number of residents that will be highly affected by noise. It does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site.

- I object** to the EIS because the proponent incorrectly asserts construction traffic is unlikely to result in a noticeable increase in LAeq noise levels at receivers along the proposed construction traffic routes (Darley Road, Leichhardt and City West Link). This does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site. The impact of these will be substantial.

Commercial trucks are very loud; a standard diesel engine produces approximately 100 decibels (dB) of noise.

Engine braking noise can be disturbing both because it is loud and also as it has a distinctive characteristic modulation. Engine braking noise is caused by pulses of gases being emitted from the truck exhaust system, giving a 'machine gun' sound.

**I object** to the Darley Rd site because of the level of noise that the trucks will cause.

**Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001**

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|   |            |            |            |
|---|------------|------------|------------|
| Name:   | [REDACTED] |            |            |
| Organisation:   | [REDACTED] |            |            |
| Address:  | Suburb     | Post Code  |            |
| Address:  | [REDACTED] | [REDACTED] | [REDACTED] |
| Email:  | [REDACTED] |            |            |
| Please include my personal information when publishing this submission to your website <input checked="" type="checkbox"/> Yes / No |            |            |            |
| Declaration: I have not made any reportable political donations in the last 2 years.  |            |            |            |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

### Noise impacts

I object to the the Darley Road civil and tunnel site (C4) at Leichhardt because engine noise from the trucks approaching the intersection up the grade would be a constant source of annoyance to residents of Darley Road down to its intersection with Charles Street.

The independent engineer engaged by the Inner West Council Jim Holt also came to this conclusion in his report to the Council. SMC have not recognised this impact in the EIS. They sent a response to the Council as follows:

**Response:** Noise from construction traffic using the public road network is assessed under the Roads and Maritime Noise Criteria Guideline (NCG), which documents Roads and Maritime's approach to implementing the Road Noise Policy (RNP). Under the NCG, an initial screening test is carried out to determine whether noise levels would increase by more than two decibels (dBA). This represents an increase in the number of vehicles of approximately 60 per cent due to construction traffic or a temporary reroute due to a road closure. Where increases are 2dBA or less, then further assessment is required as noise level changes would most likely not be perceptible to most people. Where noise levels increase by more than 2dBA (i.e. 2.1 dBA or greater) further assessment is required using criteria presented in the NCG.

Darley Road is currently being used by heavy vehicles and light commercial vehicles (construction, delivery etc) that contribute to background noises. The predicted traffic noise increase (dBA) at the Darley Road site is around 0.5dBA.

You do not need to be an acoustic engineer to know that truck and dogs are very noisy and that local residents will be impacted greatly, especially those close to where trucks will be accelerating and decelerating. Darley Road, Leichhardt is not currently experiencing 14 truck and dog movements an hour during peak time stated in the EIS and an unknown (but presumably greater) number of truck movements within off peak construction hours. This is a truck movement every 3-4 minutes during peak. Assuming that they will increase truck movements during off peak residents can expect a truck every 2-3 minutes. We do not need a screening test or assessment to tell us that residents will be subjected to extreme levels of truck noise.

SMC's response does not acknowledge this and does not refute Jim Holt's conclusion that residents will be impacted. SMC's response like the proponent's EIS fails to acknowledge the true impact of the Darley Road civil and tunnel site (C4) at Leichhardt.

The resident's of Darley Rd, Francis, Hubert and Charles St have little acoustic protection against the noise of truck engines, exhaust and brakes and non is contemplated in the EIS.

**I object** to the Darley Road civil and tunnel site (C4) at Leichhardt because the truck noise impacts for residents will be too great for the extended period of construction involved and the Darley Road civil and tunnel site (C4) at Leichhardt should be rejected on this basis.

Attention Director  
Application Number: SSI 7485 Application

Infrastructure Projects, Planning Services,  
Department of Planning and Environment  
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

Please include 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:

- # The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' Therefore this entire process is a sham as the extent to which concerns are taken into account is not known as the contractor can simply make further changes. As the contractor is not bound to take into account community impacts outside of the strict requirements and as the contractor will be trying to deliver the project as quickly and cheaply as possible, it is likely that the additional measure proposed with respect to construction noise mitigation for (example) will not be adopted. The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS is riddled with caveats and lacks clear obligations and requirements of project delivery. The additional effect of this is that the community and other stakeholders such as the Council will be unable to undertake compliance activities as the conditions are simply too broad and lack any substantial detail.
- # There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods. (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure.
- # The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts. (Executive Summary xvi)
- # The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)
- # No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

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: JENNIFER HARRISON

Signature: [Handwritten Signature]

Please include my personal information when publishing this submission to your website

Declaration : I HAVE NOT made any reportable political donations in the last 2 years.

Address: 38 WILLIAM ST

Suburb: LG CHATHAM Postcode: 2040

Submission to:

Planning Services,  
Department of Planning and Environment  
GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

new roads. They are doing the exact opposite, so the tolls don't seem to have anything to do with traffic management. And we have already see motorists abandoning the new M4 for Parramatta roads because the new tolls are so high

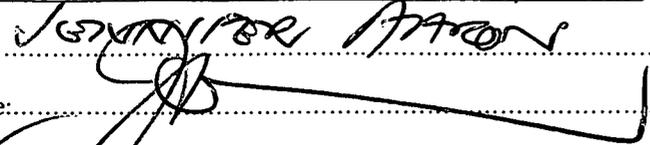
- ❖ The EIS asserts that the M4-M5 link would complete the orbital road network between western Sydney and the eastern gateways of Port Botany and Sydney Airport (p4.4). That orbital already exists in the form of the 110km Sydney Orbital - the M2, M7, M5, Eastern Distributor, Harbour Tunnel, Gore Hill Freeway and Lane Cove Tunnel.
- ❖ The EIS states that a Construction Traffic and Access Management Plan (CTAMP) "would be developed in consultation with local Councils and stakeholders associated with public facilities adjacent to project site". A similar commitment was made for construction of the New M5. It has been poorly managed. There is limited response to Council input and the Sydney Motorway Corporation and Roads and Maritime Services each deny responsibility and blame each other for a lack of action.
- ❖ The EIS contains no detail of the access tunnel from the Darley Road site to the mainline tunnel other than depicting the route. The approval conditions need to ensure that tunnelling is occurring at sufficient depth so as to not jeopardise the integrity of the homes and not create unacceptable vibration and noise impacts for James Street residents and those at adjacent streets. The approval conditions need to make clear the period of time for which the 'temporary' tunnel is to be used.
- ❖ Generally the risk of settlement is lessened where tunnelling is more that 35m. In the Rozelle area the tunnel will be at 30m in the Brockley St & Cheltenham St area, and it will be less than that in the Denison St area. Also it is planned to have another layer of tunnels above that in the Denison St area. From the cross section diagram Vol 2B appendix E part 2 the suggestion is that this higher level of tunnels will be at no more than 12m. This is of major concern. Numbers of people in the ongoing construction of Stage 1 and 2 have suffered extensive damage to their homes costing thousands of dollars to rectify caused by vibration and tunneling activities and although they followed all the elected procedures their claims have not been settled. This is totally unacceptable. There is nothing addressing these major concerns in the EIS.
- ❖ 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,

**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

**I submit my strongest objections to the 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: LEIGHANNE HAYES

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: 38 WILSON ST

Suburb: LEIGHAMPTON Postcode: 2040

Submission to:

Planning Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport  
Assessments

Application Number: SSI 7485

Application Name:  
WestConnex M4-M5 Link

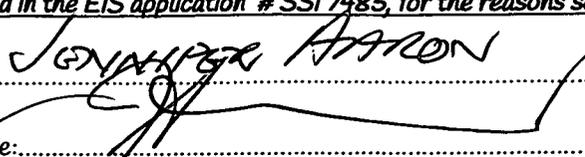
- Rozelle is an old and historic suburbs of Sydney. The damage that this project would do in destruction of homes, other buildings and vegetation is unacceptable, especially when the project would leave a legacy of traffic congestion in the area.
- There is no evidence of scenario modelling being used to allow testing the ability of different packages of integrated transport measures to achieve outcomes. The Long Term Transport Masterplan states that integrated approaches are required to manage congestion. The NSW Minister for Transport claims that we "have to get more people on public transport."
- Night works – Leichhardt. The EIS states that to minimize disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. It is unacceptable that a highly unsuitable site has been selected. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring at night. This is objected to in the strongest terms.
- The EIS at 7-41 acknowledges that there is great concern in the community that King Street, Newtown, will be made a 24 hour clearway, stating "Roads and Maritime has no plan to change the existing clearways on King Street". This statement is deliberately misleading - it infers that SMC has authority in controlling impacts on regional roads. Roads and Maritime have the unfettered right to declare Clearways wherever and whenever they wish, and RMS has **NEVER** stated publicly that King Street will not be subject to extended clearway.
- 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.
- Darley Road is confirmed as a 'civil and tunnel site (dive site) with a 'Motorway Operations' site at one end for machinery during the build and will then house permanent water treatment facilities, despite evidence tendered to the Concept Design explaining that this intersection has an high accident rate and is completely unsuitable for such a purpose.

**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

I submit my strongest objections to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: JENNIFER HARRON

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: 38 WILLIAM ST

Suburb: LEICHHARDT Postcode: 2040

Submission to:

Planning Services,  
 Department of Planning and Environment  
 GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name:  
 WestConnex M4-M5 Link

- ◇ The accuracy of the traffic modelling outputs can only be as good as the accuracy of the inputs. Projections of key inputs relating to population and employment become very unreliable beyond 10 or 15 years. In addition to this, the transport sector is facing a potentially significant disruption from connected, automated vehicles that may have a significant impact on traffic growth. This has not been considered or modelled.
- ◇ Because the strategic model does not limit the volume on road links and at intersection to their ceiling capacity; it cannot (and was not designed to) be used precisely as it is. A mesoscopic model, which can provide more a far greater level of detail than the strategic model used would have ensured a more thorough analysis of the networks' ability to cope with the traffic predicted.
- ◇ The EIS admits that impacts of construction of the M4-M5 Link will worsen traffic on Parramatta Rd. In these circumstances it is outrageous for motorists to be asked already to pay up to up to \$20 a day in tolls. I object to the fact that this is not considered or factored into the traffic analysis.
- ◇ The EIS focusses on the impact of construction traffic during commuter peak-hours. Given the EIS notes that construction-related vehicles will be limited during peak-hours, information should be provided on the impact of construction-related vehicles when both traffic volumes are higher - in particular during weekday lunch peak and Saturday lunch peak for sites like the Pyrmont Bridge Road Tunnel Site where operations are proposed 24/7. (Tables 8-46, 8-47, 8-48, 8-51, 8-52, 8-53).
- ◇ I object to this new tollway because in the past tolls have been justified as needed to pay for the new road. This is not the case of this tollway that will charge tolls for 40 years. This is only to guarantee revenue to the new private owner.
- ◇ The EIS does not require an acoustic shed and states that 'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels.'

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001                                  | Name: <i>JENNIFER ARON</i>  |                       |
|   | Address: <i>38 WILLIAM ST</i>   |                       |
| Application Number: SSI 7485  | Suburb: <i>LEITCHHURST</i>  | Postcode: <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature:  |                       |
| Please include my personal information when publishing this submission to your website<br>Declaration: I HAVE NOT made any reportable political donations in the last 2 years |   |                       |

**I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS application, for the following reasons, and request the Minister reject the application.**

- The EIS states that 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.
- Rather than ease congestion the project is likely to reduce the availability of funds for projects that enable that genuinely reduce congestion (road pricing), give priority for high productivity road users such as delivery and service vehicles or genuinely avoid congestion (public transport in separate corridors/lanes).
- The EIS projects increases in freight volumes without offering evidence as to how the project enables this. Assertions relating to improvements for freight services rely on the Sydney Gateway Project, which is not part of WestConnex, and which poses significant threats to the crucial freight rail connection to Port Botany. Port Botany itself has questioned whether the current project provides any benefit to it.
- 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.
- There is relatively limited urban redevelopment potential along the small section of Victoria Road that the Project would decongest, and this section is not been classified by the NSW Government as redevelopment area. To claim this as a benefit is misleading.
- Easton Park has a long history and is part of an urban environment which is unusual in Sydney. The park needs to be assessed from a visual design point of view. It will be quite a different park when its view is changed to one of a large ventilation stack. The suggestion that it has been 'saved' needs to be considered in the light of the severe 5 years construction impacts and the reshaped urban environment.

**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: JENNIFER ARONSignature: [Handwritten Signature]Address: 38 WILMUR STSuburb: LOCHMARTPostcode 2040

..... 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.

- ◆ The EIS (including Appendix H) fails to provide traffic modelling outputs to assess impacts of the Project on CBD streets and intersections. Given the highly constrained and congested nature of the CBD, NSW Government policy focusses on reducing the number of cars in the CBD in favour of public transport, walking and cycling. The proponent should provide intersection performance results for the following intersections:
  - The ANZAC Bridge off-ramp to Allen Street/Botany Road
  - The Western Distributor off-ramp to Druitt Street (buses)
  - The Western Distributor off-ramp to Bathurst Street
  - The Western Distributor off-ramp to King Street/Sussex Street
  - Gardeners Road and Botany Road
  - All intersections within the modelled area in the Sydney CBD
- ◆ The modelling process incorporates a highly unusual definition of induced traffic (p.45 of Appendix H). Induced traffic should not include the increase in trips due population growth and land use changes as these are modelled elsewhere.
- ◆ The traffic model used is an 'unconstrained' model. It assumes that all vehicles will travel on the route with the lowest "generalised cost" (i.e. combination of time and money). But it does not consider whether those routes have the capacity to handle all those vehicles. In the real world people change their time of travel, mode of travel and consider whether to make a trip at all to avoid congested routes. As a result travel patterns in the real world are very different to the patterns identified in models.
- ◆ The EIS notes that "in preparing the traffic staging plans during construction the key considerations (...) include maintaining traffic and lane capacity (...) on the arterial road network, particularly during peak periods; minimising impacts on public transport services (...); and minimising impacts on key active transport links". Existing capacity for both public and active modes of transport should be maintained. (P 8-70)
- ◆ The USA, UK and European states are more and more concerned about the bad effects of car emissions on people's health and are taking steps to tougher emission standards. Here the state government is promoting car use at the expense of public health concerns. I object to the WestConnex project because of the increased car emissions it will cause.

**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: JENNIFER ARONSignature: [Handwritten Signature]

Please include my personal information when publishing this submission to your website.  
I HAVE NOT made reportable political donations in the last 2 years.

Address: 38 WINDY STSuburb: LEITCHFIELD Postcode 2040

I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

- The EIS should not be approved as it does not contain any certainty for residents as to what is proposed. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' Therefore this entire process is a sham as the extent to which concerns are taken into account is not known as the contractor can simply make further changes. As the contractor is not bound to take into account community impacts outside of the strict requirements and as the contractor will be trying to deliver the project as quickly and cheaply as possible, it is likely that the additional measure proposed with respect to construction noise mitigation for (example) will not be adopted. The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS is riddled with caveats and lacks clear obligations and requirements for project delivery. The additional effect of this is that the community and other stakeholders such as the Council will be unable to undertake compliance activities as the conditions are simply too broad and lack any substantial detail
- The Rozelle Rail Yards are a totally inappropriate area to create a new recreational area because the area will be highly polluted by unfiltered Pollution Stacks and Tunnel Portals. In the EIS it is referred to as an idealized area. "It is envisaged that the quantum of active recreation within the Rozelle Rail Yards would be further developed by others as projects such as The Bays Precinct are developed. The concept plan provides spaces that could include an array of active recreation opportunities and even community facilities such as gardens or a school." The suggestion that this would be a suitable location for a School is just beyond belief and demonstrates that those who have put these plans together are either staggeringly ignorant or totally delusional! At a time when major World cities are doing all they can to address the dire problems of pollution this is an appalling suggestion that is totally out of touch.
- The EIS states that spoil handling at the Pyrmont Bridge Road Tunnel Site (C9) will "occur 24 hours a day, seven days a week" for about four years. Given the land use surrounding the site is dense residential, what mitigation measures will be used to control noise, light spill, etc. outside normal business hours? Have alternative living arrangements and/or compensation been considered? (P 8-55)

**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Submission to:

Name: MABEL WINTER

Planning Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001

Signature: M. J. Winter

Attn: Director - Transport Assessments

Please **include** my personal information when publishing this submission to your website  
**Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.

Application Number: SSI 7485  
Application

Address: 75 FRANCIS ST

Application Name: WestConnex M4-M5  
Link

Suburb: LEONHARDT Postcode: 2040

and opened with full knowledge that it was to be acquired. The lessee and sub-lessees should not be permitted compensation in these circumstances. The demolition of the entire building (which the EIS confirms will occur) is wasteful and represents mismanagement of public resources.

**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

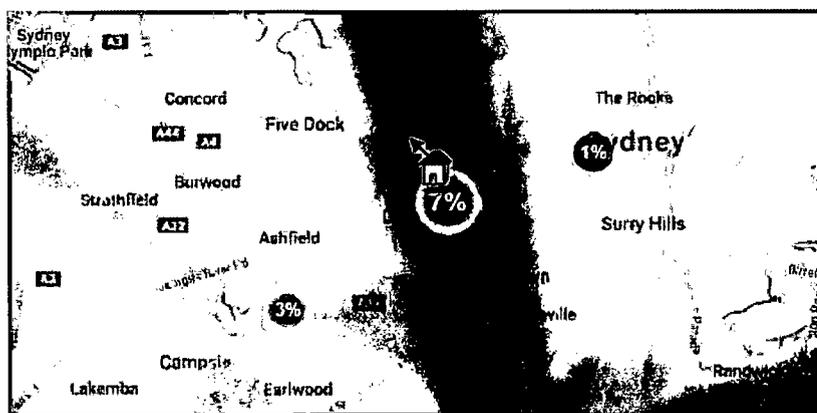
|   |               |        |                           |
|---|---------------|--------|---------------------------|
| Name:   | MABEL WINTER  |        |                           |
| Organisation:   |               |        |                           |
| Address:  | 75 FRANCIS ST | Suburb | LEICHHARDT Post Code 2040 |
| Email:  | M. Winter     |        |                           |
| Please include my personal information when publishing this submission to your website Yes / No |               |        |                           |
| Declaration: I have not made any reportable political donations in the last 2 years.            |               |        |                           |

to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

**Cumulative impacts of aircraft noise and construction noise**

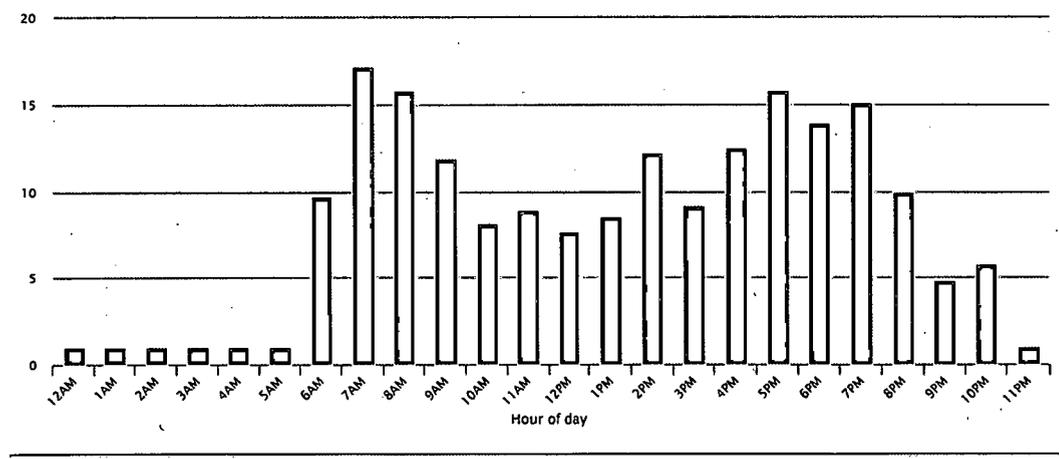
- I object to the EIS because the proponent has failed to take account of the cumulative impact of its proposed Darley Road, Leichhardt civil and tunnel site operations and the aircraft noise which the residents near the site already endure.

The attached extract from Webtrak shows that Darley Road, Leichhardt and adjacent streets are directly under the flight path.



Airservices Australia reports that in April to June 2017 the number of average daily noise events over 70 dBA. In Leichhardt this is an average of 16- 17 per hour over the peak morning period and 16 per hour in the early evening peak period.

Hourly distribution of noise events above 70dBA



I object to the plan for a construction site on Darley Rd because this will mean an additional cumulative impact of spoil truck diesel engine, exhaust and potentially air brake noise every 4 minutes in peak hour based on number of truck movements per hour and in excess of every 4 minutes per hour in non peak permitted construction hours.

**Attention:** Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|   |               |        |                           |
|---|---------------|--------|---------------------------|
| Name:   | MABEL WINTER  |        |                           |
| Organisation:   |               |        |                           |
| Address:  | 75 FRANCIS ST | Suburb | LEICHHARDT Post Code 2040 |
| Email:  | M. Winter     |        |                           |
| Please include my personal information when publishing this submission to your website Yes / No |               |        |                           |
| Declaration: I have not made any reportable political donations in the last 2 years.            |               |        |                           |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

### Noise impacts

I object to the the Darley Road civil and tunnel site (C4) at Leichhardt because engine noise from the trucks approaching the intersection up the grade would be a constant source of annoyance to residents of Darley Road down to its intersection with Charles Street.

The independent engineer engaged by the Inner West Council Jim Holt also came to this conclusion in his report to the Council. SMC have not recognised this impact in the EIS. They sent a response to the Council as follows:

**'Response:** Noise from construction traffic using the public road network is assessed under the Roads and Maritime Noise Criteria Guideline (NCG), which documents Roads and Maritime's approach to implementing the Road Noise Policy (RNP). Under the NCG, an initial screening test is carried out to determine whether noise levels would increase by more than two decibels (dBA). This represents an increase in the number of vehicles of approximately 60 per cent due to construction traffic or a temporary reroute due to a road closure. Where increases are 2dBA or less, then further assessment is required as noise level changes would most likely not be perceptible to most people. Where noise levels increase by more than 2dBA (i.e. 2.1 dBA or greater) further assessment is required using criteria presented in the NCG.

Darley Road is currently being used by heavy vehicles and light commercial vehicles (construction, delivery etc) that contribute to background noises. The predicted traffic noise increase (dBA) at the Darley Road site is around 0.5dBA.'

You do not need to be an acoustic engineer to know that truck and dogs are very noisy and that local residents will be impacted greatly, especially those close to where trucks will be accelerating and decelerating. Darley Road, Leichhardt is not currently experiencing 14 truck and dog movements an hour during peak time stated in the EIS and an unknown (but presumably greater) number of truck movements within off peak construction hours. This is a truck movement every 3-4 minutes during peak. Assuming that they will increase truck movements during off peak residents can expect a truck every 2-3 minutes. We do not need a screening test or assessment to tell us that residents will be subjected to extreme levels of truck noise.

SMC's response does not acknowledge this and does not refute Jim Holt's conclusion that residents will be impacted. SMC's response like the proponent's EIS fails to acknowledge the true impact of the Darley Road civil and tunnel site (C4) at Leichhardt.

The resident's of Darley Rd, Francis, Hubert and Charles St have little acoustic protection against the noise of truck engines, exhaust and brakes and non is contemplated in the EIS.

**I object** to the Darley Road civil and tunnel site (C4) at Leichhardt because the truck noise impacts for residents will be too great for the extended period of construction involved and the Darley Road civil and tunnel site (C4) at Leichhardt should be rejected on this basis.

**Attention:** Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |               |           |            |
|--|---------------|-----------|------------|
| Name:  | MABEL WINTER  |           |            |
| Organisation:  |               |           |            |
| Address:   | 75 FRANCIS ST | Suburb    | LEICHHARDT |
|  |               | Post Code | 2040       |
| Signature  | M. Winter     |           |            |
| Please include my personal information when publishing this submission to your website |               | Yes / No  |            |
| Declaration: I have not made any reportable political donations in the last 2 years.   |               |           |            |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Truck routes

- I object** to the EIS because it suggests that no local roads would be used by heavy vehicles during works yet at the same time acknowledges that spoil trucks may use local roads in exceptional circumstances which include when there is queuing to get into the site. Darley Rd is highly congested with traffic queues forming during much of the day which will lead to queues to enter the site. Queuing will not therefore be an exceptional circumstance and the result will be that spoil trucks are able to use local roads without being in breach, which will be often. This is unacceptable to residents of Francis, Hubert, William and Charles St and **I object** to the EIS on this basis. As queuing cannot be avoided on Darley Rd this clearly shows why this location is inappropriate. The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents' lives be put at risk because the project must be delivered as soon as possible?
- I object** to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site, which SMC have on many occasions told the community they are contemplating as alternatives.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4) that 'It is anticipated that the majority of construction traffic would enter the site from the southern (westbound) carriageway of Darley Road, Leichhardt via new driveways. Heavy vehicles associated with spoil haulage would travel eastbound on City West Link and turn right into Darley Road, Leichhardt. A temporary right turning lane at the intersection of City West Link and Darley Road, Leichhardt would be provided for use by construction vehicles. Heavy vehicles would exit the site by turning left onto Darley Road, Leichhardt before turning left onto City West Link.'

'Construction traffic may also access the Darley Road civil and tunnel site (C4) via the westbound lanes of City West Link.'

'Temporary traffic management measures would be established to enable access and egress arrangements. These would be detailed in a CTAMP, which would be prepared to manage construction traffic associated with the project.'

**I object** to the proposal for vehicles associated with spoil haulage to travel eastbound on City West Link and turn right into Darley Rd. This proposal is dangerous and the impacts and risks are too great. Darley Rd is acknowledged by RMS to be a sub-standard road in terms of its construction. The intersection from the city west link is a steep blind turn even for traffic coming across from James St. This is followed by immediate left hand turns into both Francis St and Hubert St. A number of properties on Darley Rd would be at risk of destruction from spoil haulage trucks in the event of a truck having to brake suddenly to avoid stationary vehicles.

The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents lives be put at risk because the project must be delivered as soon as possible?

- I object** to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site and instead allows for the final plan to be detailed in the CTAMP, Preferred Infrastructure Report or Ancillary Facilities Management Plan.

Peter Jones of SMC has on many occasions made representations to the community that his plan is to stage trucks from the port and eventually when possible to have them arrive and depart from the site underground when a tunnel is established between Leichhardt and the M4 East. He has also said that loading of spoil would take place underground at this time. He has recently told us of his plan to load trucks from a ramp off the city west link by means of a hopper conveyor which would pass over the Light rail station delivering spoil into silos below which trucks would pull up to receive their load. The laden trucks would then travel west bound along the city west link. None of this plan is detailed in the EIS.

**I object** to the fact that I am denied the opportunity to assess the impacts of all options. **I object** to the fact that I will have no right or opportunity to have input into the CTAMP, PIR or AFMP on matters which will have a devastating impact to me and to residents near 7 Darley Rd.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name:..... MARCEL WINTER.....

Signature:..... M. J. Winter.....

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:..... 75 FRANCIS ST.....

Suburb:..... LEICHHARDT.....Postcode..... 2040.....

Submission to:

Planning Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485  
Application

Application Name: WestConnex M4-M5  
Link

- The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unliveable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.
- I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west.
- The EIS permits trucks to access local roads in exceptional circumstances which includes queuing at the site. Given the constraints of the Darley Road site queuing will be the usual situation. The EIS needs to be amended to remove queuing as an exceptional circumstance. The truck movements should properly managed by the contractor so that there is no queuing. This exception will make it easier for contractors to neglect their obligation to monitor and manage truck movements in and out of the site and needs to be removed. The EIS needs to specifically mention all local streets abutting Darley Road and expressly prohibited truck movements (including parking) on these streets. This should include all streets from the north (James St) to the south (Falls Road), which are near the project footprint.
- Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.
- The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: MABEL WINTER

Signature: M. J. Winter

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: 75 FRANCIS ST

Suburb: LETCHHARDT Postcode: 2040

Submission to:

Planning Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485  
Application

Application Name: WestConnex M4-M5  
Link

- The substation and water treatment plant should be moved to the north end of the site near the City West link. This will mean that the site is less visible to residents and most pedestrian access is at this end. There are no homes that will have direct line of sight of the facility if it is moved. This will also enable direct pedestrian access to the light rail without the need to use the winding path at the rear of the site which creates safety issues and adds to the time required to access the light rail stop.
- The site should be returned to the community as compensation for the imposition of this construction site in our neighbourhood for a 5 year period. If the substation and water treatment plant is moved to the north of the site, then the lower half of the site (which is the most accessible end) could be converted into open space with mature trees planted. As this site is immediately adjacent to the bay run, bicycle parking and other facilities that support active transport could be included. This would result in an increase in the green space for residents and result in a pleasant green environment for pedestrians, rather than a fenced facility.
- The EIS currently permits trucks to access local roads in 'exceptional circumstances', which includes queuing at the site. Given the constraints of the site (and based on experience with cars accessing the site for Dan Murphy's), queuing will be the norm and not the exception. The EIS needs to be amended to rule out queuing as an exceptional circumstance which allows trucks to use local roads.
- All of the streets abutting Darley Road identified as NCA 13 (James Street to Falls Street) should have a blanket prohibition on any truck movements and worker contractor parking. These homes are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. These streets are not constructed for heavy vehicle movements and on this basis should also be ruled out. The EIS needs to prohibit outright truck movements (including parking) and worker parking on all of these streets.
- The EIS needs to require that all workers are bussed in or use public transport such as the light rail with no parking whatsoever permitted on local roads at the Darley Road site. This is justified because the site provides 11 car spaces for an estimated 100 workers a day on site. The project cannot be approved on this basis without a strict requirement on workers to use public transport or project provided transport and a prohibition needs to be in place against parking on local streets. The EIS needs to require that this restriction is included in all contracts and in the relevant approval documentation.
- The Darley Road site should be rejected because it involves acquiring Dan Murphy's. This business was renovated

**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: MABEL WINTER

Signature: M. J. Winter

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: 75 FRANCIS St

Suburb: LEITCHMARD Postcode: 2040

Submission to:

Planning Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485  
Application

Application Name: WestConnex M4-M5  
Link

- The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.
- There is no evidence provided in the EIS that the ventilation outlets will be date. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.
- The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
- The EIS states that all vegetation will be removed on the site which includes a mature tree. I object to the removal of the tree which creates a visual and noise barrier for residents from the City West Link. If the tree is removed it must be replaced with a mature tree as soon as the remediation of the site commences.
- The proposal for a permanent water treatment plant and substation to the south of the site on Darley Road will prevent direct pedestrian access to the light rail station. It will affect the future uses of the site once the project is completed. The facility is out of step with the area which is comprised of low rise homes and detracts from the visual amenity of the area. This site is a pedestrian hub and will be a visual blight for pedestrians, bike users and the homes that have direct line of sight to the facility. It should not be permitted on this site.
- The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|   |               |        |                           |
|---|---------------|--------|---------------------------|
| Name:   | MABEL WINTER  |        |                           |
| Organisation:   |               |        |                           |
| Address:  | 75 FRANCIS ST | Suburb | LEICHHARDT Post Code 2040 |
| Email:  | M. J. WINTER  |        |                           |
| Please include my personal information when publishing this submission to your website Yes / No |               |        |                           |
| Declaration: I have not made any reportable political donations in the last 2 years.            |               |        |                           |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Pedestrian and cyclist movements

- I object** to the EIS because it fails to describe the temporary changes to Darley Road, Leichhardt to enable access to and from the ancillary facility that would likely be required in relation to the Darley Rd site and instead allows for the final plan to be decided by the contractor.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4) that:

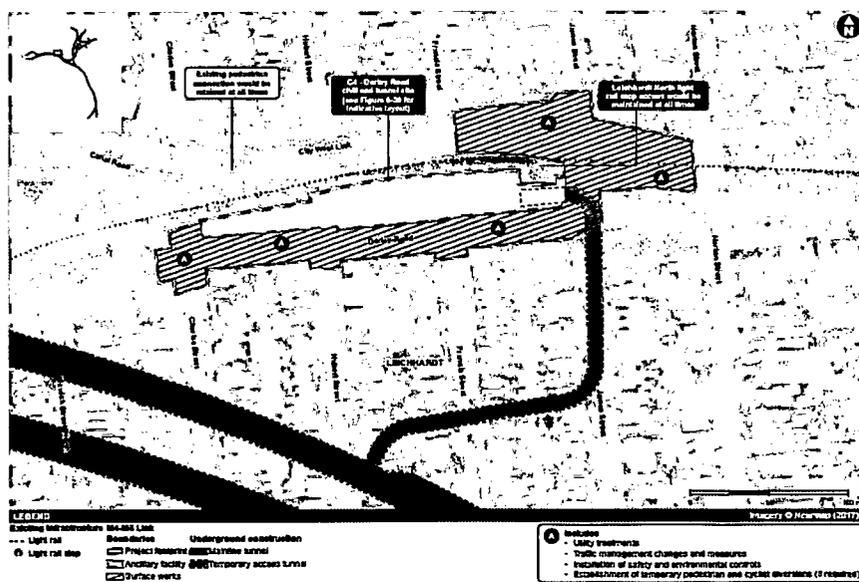
'Temporary changes to Darley Road to enable access to and from the ancillary facility would likely be required. These may include changes to line marking to provide a temporary turning lane for construction traffic and temporary diversions to the pedestrian path on the northern side of Darley Road. These would be confirmed during detailed design following the appointment of a design and construction contractor and in consideration of the safety and function of the road network, maintaining access to the Leichhardt North light rail stop and providing for continued pedestrian and cyclist movement.'

It is not clear how continued access, pedestrian and cyclist movement will be preserved and I am concerned that the impacts have not been correctly identified and assessed by the proponent.

**I object** to the fact that I am denied the opportunity to assess the impacts of all options. **I object** to the fact that I will have no right or opportunity to have input into detailed design following the appointment of a design and construction contractor.

#### Light rail access

- I object** to the EIS because it does not guarantee that the existing access to the Leichhardt North light rail stop would be maintained at all times. Fig 6-4 indicates that only the eastern access will be maintained. This greatly disadvantages the elderly and disabled who have to walk up a steep hill to the eastern access. If the proponent cannot guarantee access to the Leichhardt North light rail stop from the existing entry points or from points that are accessible to all then the Darley Road, Leichhardt construction site should be abandoned. The proponent should be directed to find a site where its operations will not impact on users of the Light Rail.



**Attention:** Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                        |        |                            |
|--|------------------------|--------|----------------------------|
| Name:  | MABEL WINTER           |        |                            |
| Organisation:  |                        |        |                            |
| Address:   | 75 FRANCIS ST          | Suburb | LEITCHHARDT Post Code 2040 |
| Email:   | m.winter@winter.com.au |        |                            |
| Please include my personal information when publishing this submission to your website | Yes / No               |        |                            |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                        |        |                            |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Hours of operation

- I object** to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4):

'Spoil handling associated with tunnelling supported by the Darley Road civil and tunnel site would occur 24 hours a day, seven days a week. Spoil would be handled below ground wherever practicable to reduce the potential for amenity impacts in adjacent areas. Spoil handling at the surface outside standard day time construction hours would occur within an acoustic shed to manage potential amenity impacts. Spoil removal from this site would only occur within standard construction hours, between 7.00 am and 6.00 pm Monday to Friday, and between 8.00 am and 1.00 pm on Saturdays.'

The EIS allows for the possibility of spoil handling above ground 24 hours 7 days a week. The EIS fails to assess or explain the impacts of this on the residents in nearby streets. These impacts could include construction noise, light and heavy vehicles (other than spoil trucks), workers arriving for shifts and leaving after shifts. It is not clear to what extent the acoustic shed will contain noise. The Jim Holt report stated that the acoustic shed would not operate effectively due to its location on the site. It is not clear whether the proponent will mandate the contractor to employ the highest level of acoustic protection rather than what is feasible.

**I object** to the EIS and the Darley Rd construction site. The proponent should be directed to abandon its plan for a dive site as it is clear impacts are too great for the community. At the very least the site should be restricted to standard construction hours for all operations above ground and there should be no shifts commencing or ending outside of standard construction hours. The proponent should be directed to find a site where its operations will not impact on residents outside of standard construction hours.

- I object** to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4):

'Reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site. Local residents, businesses and the NSW EPA would be kept informed about works outside standard day time construction hours at the site.'

The EIS allows for the possibility of spoil handling above ground 24 hours 7 days a week. The EIS fails to assess or explain the impacts of this on the residents in nearby streets. These impacts could include construction noise, light and heavy vehicles (other than spoil trucks), workers arriving for shifts and leaving after shifts. It is not clear to what extent the acoustic shed will contain noise. The Jim Holt report stated that the acoustic shed would not operate effectively due to its location on the site. It is not clear whether the proponent will mandate the contractor to employ the highest level of acoustic protection rather than what is feasible.

**I object** to the EIS because the proponent/contractor would only have to keep local residents, businesses and the NSW EPA informed about works outside standard day time construction hours at the site. Local residents, businesses and the NSW EPA would have no right to limit works outside standard day time construction hours at the site. As we have seen with other stages of WestConnex this leads to devastating impacts for residents who must endure significant periods of exposure to out of hours works which involve noise, lights and disturbance.

**I object** to the EIS and the Darley Rd construction site. The proponent should be directed to abandon its plan for a dive site as it is clear impacts are too great for the community. At the very least the site should be restricted to standard construction hours for all operations above ground and there should be no shifts commencing or ending outside of standard construction hours. The proponent should be directed to find a site where its operations will not impact on residents outside of standard construction hours.

**Attention:** Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |               |           |            |
|--|---------------|-----------|------------|
| Name:  | MABEL WINTER  |           |            |
| Organisation:  |               |           |            |
| Address:   | 75 FRANCIS ST | Suburb    | LEICHHARDT |
|  |               | Post Code | 2040       |
| Email:   | m.g.f.winter  |           |            |
| Please include my personal information when publishing this submission to your website |               | Yes / No  |            |
| Declaration: I have not made any reportable political donations in the last 2 years.   |               |           |            |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Noise impacts

- The proponent has identified that the most affected receivers are residential receivers which adjoin the Darley Road civil and tunnel site (C4) at Leichhardt on Darley Road between Norton Street and Falls Street. The most noise affected receivers are located between Charles Street and Norton Street due to their proximity to the construction site.

The proponent has identified that the worst case construction scenario will occur during

- Road adjustments works
- spoil handling works within the acoustic shed during all works periods

Highest construction noise impacts:

- Use of a rock breaker during the daytime period as part of the demolition works and
- Use of a road profiler during the night-time period as part of the road adjustment works

**I object** to the EIS because the proponent provides that spoil handling works within the acoustic shed will take place for the duration of the construction phase which could be up to two to three years' duration, yet there is no clear plan for measures that will be taken to minimise noise impacts.

- I object** to the Darley Road civil and tunnel site (C4) at Leichhardt on the basis that there is no clear plan in the EIS for measures that will provide the maximum possible level of mitigation from noise impacts. I also object because there is no clear plan for remedies available to residents who are impacted.
- I object** to the EIS because the proponent's assessment of who are Highly Noise Affected receivers in the area adjacent to the Darley Road civil and tunnel site (C4) at Leichhardt is incorrect and wrongly minimises the actual number of Highly Noise Affected receivers.
- Many residents in Charles St and Hubert St were highly affected by noise from works conducted during the renovation of 7 Darley Rd in 2016. In Hubert St, residents at least as far as No 31 and No 32 Hubert St were affected. The affected properties are not correctly reflected in the EIS.

**I object** to the EIS because it underestimates the number of residents that will be highly affected by noise. It does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site.

- I object** to the EIS because the proponent incorrectly asserts construction traffic is unlikely to result in a noticeable increase in LAeq noise levels at receivers along the proposed construction traffic routes (Darley Road, Leichhardt and City West Link). This does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site. The impact of these will be substantial.

Commercial trucks are very loud; a standard diesel engine produces approximately 100 decibels (dB) of noise.

Engine braking noise can be disturbing both because it is loud and also as it has a distinctive characteristic modulation. Engine braking noise is caused by pulses of gases being emitted from the truck exhaust system, giving a 'machine gun' sound.

**I object** to the Darley Rd site because of the level of noise that the trucks will cause.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: MABEL WINTER

Signature: Mabel Winter

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: 75 FRANCIS ST

Suburb: LEICHNARDT Postcode: 2090

Submission to:

Planning Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485  
Application

Application Name: WestConnex M4-M5  
Link

- The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction. (Executive Summary xviii)
- The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)
  - The EIS states that investigation would be undertaken to confirm whether the Victoria Road bridge is a potential roost site for microbats. There will be attempts to 'manage potential impacts' if confirmed. This is inadequate. The project should not be permitted to impact on vulnerable species.
- The EIS acknowledges that visual impacts will occur during construction. However it does not propose to address these negative impacts in the design of the project. This is unacceptable and the EIS needs to propose walls, plant and perimeter treatments and other measures at appropriate locations to lessen the impact on visual amenity. (Executive Summary xviii)
- The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken 'during detailed design'. The Community should be given an opportunity to comment upon and influence the design and we object to the approval of the EIS on the basis that this detail is not provided, nor is the community (or other stakeholders) given an opportunity to comment or influence the final design.
- The construction and operation of the project will result in 51 property acquisitions. We object to the project in its entirety because of this impact. We note that a number of long-standing businesses have been acquired and that many families and businesses in earlier stages have been forced to go to court to seek fair compensation. We object to the acquisition in particular of the Dan Murphys site. The business was substantially renovated and a new business opened with full knowledge of the likely acquisition. We object to it being acquired and compensated in this circumstances and call on the Government to investigate the circumstances which led to this occurring (Executive Summary xvii)

**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

**Attention:** Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |               |          |                           |
|--|---------------|----------|---------------------------|
| Name:  | MABEL WINTER  |          |                           |
| Organisation:  |               |          |                           |
| Address:   | 75 FRANCIS ST | Suburb   | LEICHHARDT Post Code 2040 |
| Email:   | M B Winter    |          |                           |
| Please include my personal information when publishing this submission to your website |               | Yes / No |                           |
| Declaration: I have not made any reportable political donations in the last 2 years.   |               |          |                           |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Noise impacts

- **I object** to the EIS because the proponent has not provided details of the noise mitigation measures proposed in relation to the Darley Road civil and tunnel site (C4) at Leichhardt. As a result it is not possible to assess the noise impacts of the Darley Road civil and tunnel site (C4) at Leichhardt. It is unacceptable for the proponent to establish a major construction site in the middle of a residential area without a clear plan for mitigating noise impacts.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4) that:

'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels. In addition, temporary noise mitigation measures may include noise barriers and other temporary structures such as site buildings, which would be provided to minimise noise impacts on surrounding properties.'

Darley Road civil and tunnel site (C4) will create a high level of noise impact for residents yet the proponent has not given details of the plan for mitigating this impact. The measures will be implemented only if 'reasonable and feasible' which is a subjective assessment as it does not state whether they will be assessed as reasonable from the standpoint of the proponent or the residents. What the proponent thinks is reasonable may not meet the residents expectation as to what is reasonable. The measures appear to be optional as the proponent only states that that 'may include noise barriers and other temporary structures such as site buildings'.

- **I object** to the EIS because the proponent has not provided a clear plan for measures that will be taken to minimise noise impacts from work within and outside of standard construction hours at the Darley Road civil and tunnel site (C4) at Leichhardt.
- **I object** to the EIS because the proponent has failed to take account of the fact that the demolition of 7 Darley Road, Leichhardt will remove a significant noise barrier to traffic noise from the City West Link. This will mean increased traffic noise impacts to the residents of Darley Rd, Francis St, Hubert St and Charles St.
- **I object** to the EIS because the proponent has failed to take account of the noise impact of fully laden spoil haulage trucks exiting the Darley Road civil and tunnel site (C4) at Leichhardt driving up the very steep blind turn at the intersection with the City West Link. The RMS should install noise measuring equipment and monitoring cameras at this location to measure noise from heavy vehicles and identify vehicles whose noise that exceeds the applicable Australian standard.
- **I object** to the EIS because the proponent has failed to take account of the noise impact of spoil haulage trucks using air brakes on the descent down Darley Rd off the City West Link. Heavy vehicle drivers should avoid using exhaust brakes, engine compression or 'jake' brakes near residential areas and noise-sensitive areas such as hospitals and schools, unless they are necessary for safety reasons. RMS should implement noise limits from engine compression brakes and should use roadside noise 'cameras' as an aid to enforcement at every location where WestConnex vehicles emitting engine compression brake noise might affect nearby communities.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

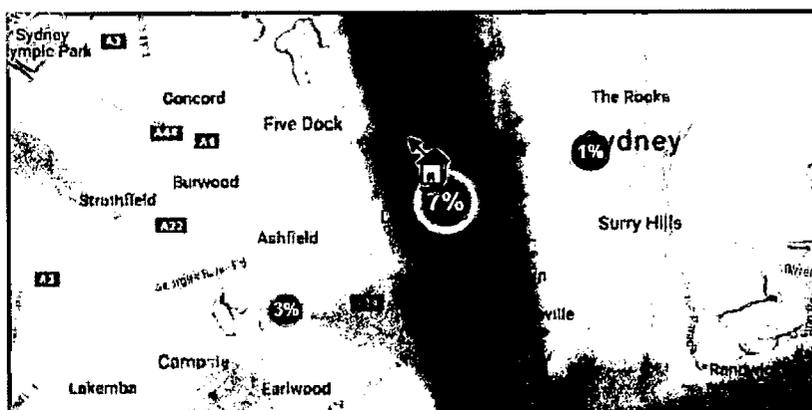
|  |                            |        |                           |
|--|----------------------------|--------|---------------------------|
| Name:  | MABEL WINTER               |        |                           |
| Organisation:  |                            |        |                           |
| Address:   | 75 FRANCIS ST              | Suburb | LEICHHARDT Post Code 2040 |
| Email:   | m.winter@westconnex.com.au |        |                           |
| Please include my personal information when publishing this submission to your website | Yes / No                   |        |                           |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                            |        |                           |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Cumulative impacts of aircraft emissions and spoil truck emissions

- I object** to the EIS because the proponent has failed to take account of the cumulative impact of emissions from spoil truck vehicles from its proposed Darley Road, Leichhardt civil and tunnel site operations and emissions from aircraft to which residents near the site are already exposed.

The attached extract from Webtrak shows that Darley Road, Leichhardt and adjacent streets are directly under the flight path.



Airplane exhaust, like car exhaust, contains a variety of air pollutants, including sulfur dioxide and nitrogen oxides. Many of these particles of pollution are tiny, about a hundred millionths of an inch wide, or smaller than the width of a human hair. So-called particulate matter that's especially small is the main culprit in human health effects, especially since the particulates can become wedged deep in the lung and possibly enter the bloodstream, scientists say.

Exposure to loud noise from living under a flight path over a long period of time may increase the risk of developing high blood pressure or having a stroke, a 2013 study by researchers at the University of Athens suggests.

Researchers examined data from 420 people living near busy Athens International Airport in Greece and found living with high noise levels from aircraft, especially at night, was associated with high blood pressure.

Every additional 10 decibels of night-time aircraft noise appeared to result in a 69 per cent increased risk of high blood pressure, also known as hypertension.

The researchers at the University of Athens found that around half the participants (just under 45 per cent) were exposed to more than 55 decibels of daytime aircraft noise, while around one in four (just over 27 per cent) were exposed to more than 45 decibels of night-time aircraft noise.

Only around one in 10 (11 per cent) were exposed to significant road traffic noise of more than 55 decibels.

Between 2004-6 and 2013, 71 people were newly diagnosed with high blood pressure and 44 were diagnosed with heart flutter (cardiac arrhythmia), while a further 18 had a heart attack, the researchers found.

**I object** to the plan for a construction site on Darley Rd because in addition to the existing aircraft emissions and noise experienced by people living near the site, this will mean an additional cumulative impact of spoil truck diesel exhaust emissions and noise every 4 minutes in peak hour based on number of truck movements per hour and in excess of every 4 minutes per hour in non peak permitted construction hours. This will give rise to increased health risks from noise and air pollution which research suggest will cause increased blood pressure and risk of stroke.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name: MABEL WINTER

Signature: Ms. M. Winter

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: 75 FRANCIS ST

Suburb: LEIGHNARDT Postcode: 2040

Submission to:

Planning Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485  
Application

Application Name: WestConnex M4-M5  
Link

- The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' Therefore this entire process is a sham as the extent to which concerns are taken into account is not known as the contractor can simply make further changes. As the contractor is not bound to take into account community impacts outside of the strict requirements and as the contractor will be trying to deliver the project as quickly and cheaply as possible, it is likely that the additional measure proposed with respect to construction noise mitigation for (example) will not be adopted. The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS is riddled with caveats and lacks clear obligations and requirements of project delivery. The additional effect of this is that the community and other stakeholders such as the Council will be unable to undertake compliance activities as the conditions are simply too broad and lack any substantial detail.
- There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods. (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure.
- The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts. (Executive Summary xvi)
- The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)
- No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

**Attention:** Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                       |           |            |
|--|-----------------------|-----------|------------|
| Name:  | MABEL WINTER          |           |            |
| Organisation:  |                       |           |            |
| Address:   | 75 FRANCIS ST         | Suburb    | LEICHHARDT |
|  |                       | Post Code | 2040       |
| Email:   | STONARDO M. J. Winter |           |            |
| Please include my personal information when publishing this submission to your website | Yes / No              |           |            |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                       |           |            |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Non-compliance with SEARS

**I object** to the proposal because it does not comply with the SEARS requirements. The EIS must include, but not necessarily be limited to, a description of the project and **all components and activities** (including ancillary components and activities) required to construct and operate it, including the location and operational requirements of construction ancillary facilities and access.

In so far as it describes the Darley Road civil and tunnel site (C4) at Leichhardt the EIS does not meet this requirement because it does not describe the components and activities that have been described to the community either in meetings with LAW (Leichhardt Against WestConnex) or at the WestConnex Community Reference Group established by Sydney Motorway Corporation.

The EIS has been released before the proponent is able to describe how it actually plans to carry out construction activities at Darley Road, Leichhardt, in particular the plan for staging the arrival of spoil trucks.

The proponent via its agent Sydney Motorway Corporation's employee Peter Jones has advised on several occasions that spoil haulage trucks will be staged from the Sydney Ports land on Glebe Island via James Craig Rd. This is to avoid the situation at Haberfield where trucks circle the Northcote St site as they are not able to queue to enter it creating congestion and noise impacts as they drive slowly into Wattle St and Ramsay St. before making a second run at the Northcote St site from the Parramatta Road entrance.

No details of this staged spoil haulage proposal at Darley Road, Leichhardt are provided other than that 'construction traffic may also access the Darley Road civil and tunnel site (C4) at Leichhardt via the westbound lanes of City West Link'.

Peter Jones from Sydney Motorway Corporation has advised that he is in the process of finalising an agreement with Sydney Ports which will enable him to stage trucks from a location on Glebe Island via James Craig Rd. The EIS should not have been released before this plan was finalised. Peter Jones has advised that he is only required to describe the 'worst case scenario' in the EIS, which is trucks arriving ad hoc via the eastbound lanes of City West Link. The EIS should describe what the proponent actually plans to do as well as the worst case scenario so that the impacts of all options being considered can be assessed and commented on.

It is not clear from the EIS how the alternative plan for the staged arrival of spoil trucks from Sydney Ports will be documented and how stakeholders will have an opportunity to assess its impacts. The EIS does not specifically state that this staged arrival plan will be documented in the CTAMP, the Ancillary Facilities Management Plan or the Preferred Infrastructure Report.

**I object** to the EIS on the grounds that it does not comply with the SEARS.

#### Construction vehicle safety impacts

**I object** to the EIS because the proposal in relation to the Darley Road civil and tunnel site (C4) at Leichhardt stated therein, that 'heavy vehicles associated with spoil haulage would travel eastbound on City West Link and turn right into Darley Road, Leichhardt' presents unacceptable safety and amenity impacts.

The corner of Darley Rd (actually James St) and the City West Link is a pedestrian zone for:

- Pupils of Orange Grove Public School who live in Leichhardt
- Students of Sydney Secondary College, Leichhardt Campus who alight at Leichhardt North light rail stop
- Students of other schools along the light rail who board at Leichhardt North light rail stop
- Commuters who board at Leichhardt North light rail stop
- Residents walking to Leichhardt Park Aquatic Centre and adjacent sporting facilities
- Residents walking to the Orange Grove markets on Saturdays

The proponents plan brings pedestrians and school children in particular directly into the path of spoil haulage trucks at an intersection found to be the third most dangerous according to Transport for NSW figures.

A further impact will be to discourage people from walking in this area leading to greater car use for local trips.

**I object** to the Darley Road civil and tunnel site (C4) at Leichhardt on the above grounds.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Submission to:

Name: MABER WINTER

Planning Services,  
Department of Planning and Environment  
GPO Box 39, Sydney, NSW, 2001

Signature: cl. J. Winter

Attn: Director - Transport Assessments

Please **include** my personal information when publishing this submission to your website  
**Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.

Application Number: SSI 7485  
Application

Address: 75 FRANCIS St

Application Name: WestConnex M4-M5 Link

Suburb: LEICHHARDT Postcode: 2040

- The EIS states that an alternative truck movement is proposed which involves use of the City West Link and no need for spoil trucks to access Darley Road. This proposal is supported, subject to further information about potential impacts being provided. The EIS should not be approved on its current basis which provides for 170 heavy and light vehicles accessing Darley Road on a daily basis. This will create unacceptable safety issues and noise impacts for adjacent homes while also compromising pedestrian and bicycle access to the light rail and bay run. It will also lead to truck chaos on this critical arterial road providing access to and across the City west Link. The current proposal which provides for truck movements solely on Darley Road should not be approved and approval should only be given to the alternative proposal. I repeat however my objection to the selection of this site altogether, but propose the least worst impact should be chosen if this site is to be used.
- The EIS indicates that 36 homes will have unacceptable noise impacts for extended periods at the Darley road construction site. The EIS does not mention the cumulative impact of aircraft noise in the Leichhardt or St Peters area, and therefore does not reflect the true impact of construction noise on the amenity of nearby residents and businesses. The noise impacts of construction are not able to be mitigated to an acceptable level and the EIS should not be approved on this basis.
- We object to the selection of the Darley Road site on the basis that it provides for daily movements of 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College. The EIS states that an alternative truck movement is proposed which involves use of the City West Link with no trucks to access Darley Road. The selection of Darley Road should not be approved if it involves any truck movements on Darley Road, which is what it currently provides.
- No workers associated with the WestConnex project should be permitted to park on local streets. Parking is at a premium in this area and many residents do not have off-street parking. The removal of 20 car spaces for five years as is proposed on Darley Road will worsen this situation as will the removal of 'kiss and ride facilities' at the light rail. There is also a pre-DA application for 120 units on William Street which is not taken into account in the EIS. This will place further stress on parking. The EIS needs to outright prohibit any worker parking on local streets.
- Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.

**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: MABEL WINTER

Signature: M. Z. Winter

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: 75 FRANCIS ST

Suburb: LEICHHARDT Postcode: 2040

Submission to:

Planning Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485  
Application

Application Name: WestConnex M4-M5  
Link

- We object to the location of a permanent substation and water treatment plant following the completion of the project on the Darley Road site. This will limit the future uses of the land and the community has been continually assured that the land, which is Government-owned, would be available for community purposes. The presence of this facility will forever prevent the ability for safe and direct pedestrian access to the light rail stop, with users required to walk down a dark and winding path. It will also limit the future use of the site. If a permanent facility is to be located then it should be moved to the north of the site so that it is out of sight of homes and has less visual impact on residents.
- Tunnel depths the tunnel depths for the Leichhardt area as low as 35 metres. This creates an unacceptable risk of damage to homes due to settlement (ground movement). The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk. There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However no details or assurance as to how this will occur are provided. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It will lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to Westconnex works, with no assurance that this property damage will be promptly and satisfactorily fixed.
- The EIS states that, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS.
- Many students walk or ride to Orange Grove and Leichhardt Secondary College schools via Darley Road. There are also a number of childcare centres very close to the Darley Road site.
- The presence of 170 heavy and light vehicle movements a day at this site will create an unacceptable risk to students. The EIS should not permit any truck movements near the Darley Road site. The alternative proposal which provides that all spoil trucks enter and leave from the City West link is the only proposal that should be considered.
- All of the streets abutting Darley Road identified as NCA 13 (James Street to Falls Street) should have a strict prohibition on any truck movements and worker contractor parking. These homes are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. The EIS needs to prohibit outright truck movements (including parking) and worker parking on all of these streets.

**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

|   |  |
|---|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Louise Blanchard</i>                  |
|   | Address: <i>282 Elswick St North</i>           |
| Application Number: SSI 7485  | Suburb: <i>Leichhardt</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>Louise Blanchard</i>             |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration: 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 project will worsen traffic near the Darley Road civil and tunnel site during and after construction – Leichhardt: The EIS states that after the M4-m5 opens, that traffic on Darley Road will increase by 4%. There is no benefit in the overall project for residents. During construction westbound traffic will increase on Darley Road by 37%. This increase in traffic for a period of up to five years will make it hazardous to cross the road and access the light rail and travel to Blackmore oval, the bat run, the dog park and the Leichhardt pool. In addition, it will drastically increase both local traffic and outer area traffic at peak commute times. We therefore object to the location of this site based on the unacceptable traffic impacts it will have on road users and on pedestrians.
- Impact on traffic once project opens – Leichhardt: The EIS provides that Darley Road traffic will increase by 4% following the completion of the project in 2022. There is no benefit for residents flowing from this project. It is unacceptable that Leichhardt residents, particularly those close to Darley Road, will be forced to endure years of highly intrusive construction impacts and then derive no benefit from the project. The EIS states that the road network will improve once the Western Harbour Tunnel and Beaches Link opens, which means that residents will have to endure worsened traffic conditions for up to 10 years. While the traffic on the City West Link is forecast to decrease by up to 40 per cent once the project is completed, this is based on commuters electing to use the tollways. There is limited evidence to support these statistics and it is likely that many people will choose to use local roads to avoid the toll which will result in significant rat-running. There is no plan in the EIS to manage this issue.
- Constant out of hours work expected and permitted – Leichhardt: The EIS states that 'some surface works' would need to be carried out out-of-hours to minimise traffic disruptions or for safety or operational reasons'. Given that Darley Road is a known accident black spot and is highly congested, particularly at peak periods, it is likely that there will be frequent out-of-hours work. This will create an unacceptable impact on those living close to the site. There are an estimated 36 homes that will suffer severe noise impacts and out of hours work will adversely affect their amenity of life. In addition, it is likely to lead to additional road closures and diversions, placing pressure on the local traffic network. No out-of-hours work should be permitted except in the case of a true emergency. The EIS as drafted effectively permits out of hours to be undertaken whenever this is convenient to the contractor (Executive Summary xiv).

|  |  |
|--|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001   | Name: <i>Louise Blanchard</i>                  |
|  | Address: <i>282 Elswick St North</i>           |
| Application Number: SSI 7485   | Suburb: <i>Leichhardt</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link  | Signature: <i>Louise Blanchard</i>             |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br><b>Declaration: I 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:

- Current noise measures – Leichhardt: The EIS states that 'reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site.' 96-52) This is not good enough. The EIS does not contain any detail whatsoever of these proposal on which they can comment. In addition, there is no requirement that measures will in fact be introduced to address noise impacts. The approval conditions need to contain detail of specific noise mitigation measures that are mandated and can be enforced.
- Acoustic shed – Leichhardt: The EIS does not require an acoustic shed and states that 'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels.' (6-51) The EIS needs to mandate that these measures are in place. Where mentioned, the acoustic shed that is considered offers the lower grade noise protection. This is despite the fact that 36 'sensitive receivers' are identified in the EIS, who will have extreme noise disturbance through much of the 5-year construction period. In addition, the acoustic shed covers only the spoil and spoil handling area and not the tunnel entrances and exits. The highest level of noise protection, which is only suggested in the EIS, needs to be mandated in the EIS. In addition, the shed needs to cover both the entrance and exit to the site and not simply the spoil handling areas. The independent engineer's report (commissioned by the Inner West council) states that it is likely, because of the elevated position of the site, that it is likely an acoustic shed will not contain the noise to an acceptable level. In addition, a temporary access tunnel will be built from the top of the site and run directly under homes in James Street. These homes will be unacceptably impacted by the construction noise and truck movements without these additional measures.
- Return of the site after construction – Leichhardt: The Darley Road site will not be returned after the project, with a substantial portion permanently housing a Motorways Operations facility which involves a substation and water treatment plant. This means that the residents will not be able to directly access the North Light rail Station from Darley Road but will have to traverse Canal Road and use the narrow path from the side. In addition the presence of this facility reduces the utility of this vital land which could be turned into a community facility. Over the past 12 months community representatives were repeatedly told that the land would be returned and this has not occurred. We also object to the location of this type of infrastructure in a neighbourhood setting.

|  |  |
|--|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001   | Name: <i>Louise Blanchard</i>                  |
|  | Address: <i>282 Elswick St North</i>           |
| Application Number: SSI 7485   | Suburb: <i>Leichhardt</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link  | Signature: <i>Louise Blanchard</i>             |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration: 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:

- Environmental issues – contamination – Leichhardt: The EIS states that Darley Road is a contaminated site, likely including asbestos. There is a risk to the community associated with spoil removal, transfer and handling. We object to the selection of the site based on the environmental risks that this creates, along with risks to health of residents.
- Location of permanent Motorway operations complex on Darley Road – Leichhardt: We strongly object to the proposed location of this permanent operational facility on Darley Road. The presence of this site contradicts repeated assurances to the community that the site would be returned after construction was completed. The ongoing presence of this site will limit future uses of the darley Road site which could serve community purposes, particularly given its location directly next to public transport. Its presence removes the ability to provide more accessible, safer and direct pedestrian access to the North Leichhardt Light Rail Station. The plant location, in a neighbourhood setting is not appropriate. It will reduce property values and have an unacceptable impacts on the visual amenity of the area. The streets adjacent to Darley Road are comprised of low-rise residential homes and small businesses and infrastructure such as this should not be permitted in such a location.
- Alternative housing for residents – Leichhardt: The EIS needs to provide specific detail as to what will be provided by way of alternative accommodation to the 36 residents identified as suffering extreme noise interference. There is no plan to temporarily relocate such residents, not to offer them financial compensation to enable them to move out during the worst period. There is an estimated 10 weeks of extreme noise during demolition of the commercial building and preparatory road works. Once this work is finished the residents will also be forced to endure a truck every 304 minutes for a period of five years. It is clearly not possible for such residents to continue to live in these houses and the EIS needs to detail what will be provided in terms of alternative living arrangements for part, or all of the construction work period.
- Access tunnel from Darley Road – Leichhardt: The EIS contains no detail of the access tunnel from the Darley Road site to the mainline tunnel other than depicting the route. The approval conditions need to ensure that tunnelling is occurring at sufficient depth so as to not jeopardise the integrity of the homes and not create unacceptable vibration and noise impacts for James Street residents and those at adjacent streets. The approval conditions need to make clear the period of time for which the 'temporary' tunnel is to be used.

|  |  |
|--|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001   | Name: <i>Louise Blanchard</i>                  |
|  | Address: <i>282 Elswick St North</i>           |
| Application Number: SSI 7485   | Suburb: <i>Leichhardt</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link  | Signature: <i>Louise Blanchard</i>             |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration: 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:

- Management of potential impacts – Leichhardt:  
The EIS states that a Construction traffic and Access Management plan (CTAMP) would be prepared to minimise delays and disruptions and identify changes to ensure road safety. The plans are not in the EIS so residents cannot comment. The EIS should be rejected on the basis that the impacts on traffic and safety are not adequately addressed. It is inadequate to simply refer to a plan, with no provision for residents and other key stakeholders to be involved in its development.
- Local road diversions and closures –  
Leichhardt: The EIS states that these will occur near the Darley Road site. There is no detail provided, nor is there a process by which residents can influence such decisions. The Inner West Council's documents state that Darley Road is not built to normal road requirements and safety standards, as it was established as an access road for the former goods line. Two fatalities have occurred near the site location, with many accidents. The Council has been trying to make Darley Road a safer route for many years. Elwick Street North for example was partially closed as a result of a fatality. The approval conditions need to make it clear that all road closures need to be made in consultation with residents affected and that the safety issues are adequately addressed. No arterial traffic from Darley Road should be allowed to be diverted onto narrow local roads.
- Environmental issues - Substation and water treatment plant – Leichhardt: The EIS states that Darley Road is a contaminated site, and likely has asbestos. The proposal is that 'treated' water will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons. There is no detail of the ongoing Motorway maintenance activities during operation provided in the EIS. The community therefore cannot comment on the impact that this ongoing facility will have on the locality. This component of the EIS should not be approved as this information is not provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.
- Flooding – Leichhardt: The EIS states that there may be impacts from flooding which, amongst other things, may disrupt drainage systems. There is no detail as to how the issues with flooding at Darley Road will be managed and on their potential impact on the area. (Executive Summary, xxi)

|   |                                      |                      |
|---|--------------------------------------|----------------------|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: <i>Louise Blanchard</i>        |                      |
|   | Address: <i>282 Elswick St North</i> |                      |
| Application Number: SSI 7485  | Suburb: <i>Leichhardt</i>            | Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link   | Signature: <i>Louise Blanchard</i>   |                      |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website.<br><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. Unacceptable construction noise levels –  
Leichhardt: The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. Activities identified include earthworks, demolition of existing structures and site establishment and utility adjustments. The Darley Road site will suffer unacceptable construction impacts due to the need to demolish the large Dan Murphys building and the EIS notes that 10 weeks of demolition and road adjustment works will be needed. There are no additional mitigation measures proposed for residents during this period such as temporary relocation, noise walls or treatments for individual homes. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. (Executive Summary, xiv) We object to the selection of this site on the basis that the works required (demolition and surface works) will create unbearable noise and vibration impacts and make over 30 homes unlivable and there are NO additional mitigation plans for these residents.
2. Risk of settlement (ground movement) –  
Leichhardt: The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment). The risk of ground movement is lessened where tunnelling is more than 35 metres. However, it is proposed to tunnel at 29 metres under Hawthorne Parade Haberfield and only 35 metres at Elswick Street North. This proposed tunnel alignment creates an unacceptable risk of ground movement. (Executive Summary, xvii). The EIS states that damage will be rectified at no cost to residents with no detail as to how this will occur or the likely extent of property damage. The project should not be approved on the basis that it creates a risk of property damage that cannot be mitigated against so as to bring the risk to an acceptable level.
3. Impact on Dobroyd Canal and Hawthorne Canal – Leichhardt: The Hawthorne canal, which is the closest waterway to the Darley Road site, is described in the EIS as a 'sensitive receiving environment'. (Executive Summary, xix). Darley Road is a contaminated site with asbestos and the water treatment plant to be established during construction proposes running water from the treatment plant directly into the waterways. The permanent water treatment plant will involve water from the tunnel discharged to local stormwater systems and waterways, therefore this is a permanent impact. This proposal will further compromise the quality of the waterway and impact on the four rowing clubs in close vicinity.
4. Noise barriers: No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

|  |  |
|--|--|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001   | Name: <i>Louise Blanchard</i>                  |
|  | Address: <i>282 Elswick St North</i>           |
| Application Number: SSI 7485   | Suburb: <i>Leichhardt</i> Postcode <i>2040</i> |
| Application Name: WestConnex M4-M5 Link  | Signature: <i>Louise Blanchard</i>             |
| Please <b>INCLUDE</b> my personal information when publishing this submission to your website<br>Declaration: 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:

- Worker car parking – Leichhardt: The EIS does not provide appropriate parking for the estimated 100 or so workers that the EIS states will work every day at the site, while other equivalent sites have allocated parking for such workers (Northcote Civil site (150)) and Parramatta Road East Civil site (140). It is also noted that the EIS provides for loss of 20 residential parks on Darley Road. Local streets are at capacity already because of the lack of off-street parking for many residents and the Light Rail stop which means that commuters use local streets. The EIS states that workers 'will be encouraged to use public transport.' The reference to The EIS needs to mandate that no trucks or construction vehicles are to park in local streets. There needs to be a requirement that is enforceable that workers use the Light Rail stop which is adjacent to the site or a plan to bus in workers.
- Accidents – Leichhardt: I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. The traffic forecasts indicate that Darley Road will have 170 heavy and light vehicle movements a day. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west. The addition of hundreds of heavy truck movements a day into that intersection will increase the risk of serious accidents for both pedestrians and drivers. The EIS states that the levels of service are expected to Darley Road is directly next to the North Leichhardt Light Rail stop which is a pedestrian hub. Children travelling to school walk to the stop. Active transport users such as bicycle riders will be at risk, along with pedestrians using Canal Road to access the Bay Run, Leichhardt pool and the dog park.
- Traffic – Leichhardt: I object to the location of the Darley Road civil and construction site because the site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. It is already congested at peak hours and the intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name:..... *Jenny Curtis* .....

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:..... *7 Lamb St* .....

Suburb:..... *Lilyfield* .....Postcode..... *2070* .....

Submission to:

Planning Services,  
 Department of Planning and  
 Environment  
 GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485  
 Application

Application Name: WestConnex M4-M5  
 Link

### EIS is Indicative only

1. The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' Therefore this entire process is a sham as the extent to which concerns are taken into account is not known as the contractor can simply make further changes. As the contractor is not bound to take into account community impacts outside of the strict requirements and as the contractor will be trying to deliver the project as quickly and cheaply as possible, it is likely that the additional measure proposed with respect to construction noise mitigation for (example) will not be adopted. The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS is riddled with caveats and lacks clear obligations and requirements for project delivery. The additional effect of this is that the community and other stakeholders such as the Council will be unable to undertake compliance activities as the conditions are simply too broad and lack any substantial detail.

### Overlap in construction periods

2. There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods. (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure.

### Human health risk (Executive Summary xvi)

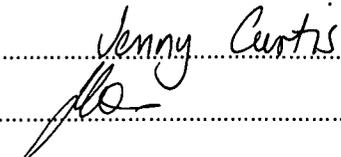
3. The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts.

### Jobs created

4. The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name:..... Jenny Curtis .....

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:..... 7 Lamb St .....

Suburb:..... Lilyfield .....

Postcode: 2040 .....

Submission to:

Planning Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485  
Application

Application Name: WestConnex M4-M5  
Link

### Heritage impacts

5. 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)

### Property acquisition support service

6. The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)

### Biodiversity

7. The EIS states that investigation would be undertaken to confirm whether the Victoria Road bridge is a potential roost site for microbats. There will be attempts to 'manage potential impacts' if confirmed. This is inadequate. The project should not be permitted to impact on vulnerable species.

### Visual amenity

8. 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)

### Lack of ability to comment on the urban design as part of the approval process

9. 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.

**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name:.....

Signature:.....

Please **include** my personal information when publishing this submission to your website

**Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address:.....

Suburb:.....Postcode.....

Submission to:

Planning Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485  
Application

Application Name: WestConnex M4-M5  
Link

## IRON COVE AREA

14. The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)

### Removal of vegetation

15. The EIS states that all vegetation will be removed on the site which includes a mature tree. I object to the removal of the tree which creates a visual and noise barrier for residents from the City West Link. If the tree is removed it must be replaced with a mature tree as soon as the remediation of the site commences.

### Substation and water treatment plant

16. The proposal for a permanent water treatment plant and substation to the south of the site on Darley Road will prevent direct pedestrian access to the light rail station. It will affect the future uses of the site once the project is completed. The facility is out of step with the area which is comprised of low rise homes and detracts from the visual amenity of the area. This site is a pedestrian hub and will be a visual blight for pedestrians, bike users and the homes that have direct line of sight to the facility. It should not be permitted on this site.

### Relocation of the Substation and water treatment plant

17. The substation and water treatment plant should be moved to the north end of the site near the City West link. This will mean that the site is less visible to residents and most pedestrian access is at this end. There are no homes that will have direct line of site of the facility if it is moved. This will also enable direct pedestrian access to the light rail without the need to use the winding path at the rear of the site which creates safety issues and adds to the time required to access the light rail stop.

### Future use of the Darley Road site

18. The site should be returned to the community as compensation for the imposition of this construction site in our neighbourhood for a 5 year period. If the substation and water treatment plant is moved to the north of the site, then the lower half of the site (which is the most accessible end) could be converted into open space with mature trees planted. As this site is immediately adjacent to the bay run, bicycle parking and other facilities that support active transport could be included. This would result increase the green space for residents and result in a pleasant green environment for pedestrians, rather than a fenced facility.

**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Name:.....

Signature:.....

Please **include** my personal information when publishing this submission to your website

**Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.

Address:.....

Suburb:.....Postcode.....

Submission to:

Planning Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001

Attn: Director – Transport Assessments

Application Number: SSI 7485  
Application

Application Name: WestConnex M4-M5  
Link

### Use of local roads by trucks

19. The EIS currently permits trucks to access local roads in 'exceptional circumstances', which includes queuing at the site. Given the constraints of the site (and based on experience with cars accessing the site for Dan Murphy's), queuing will be the norm and not the exception. The EIS needs to be amended to rule our queuing as an exceptional circumstance which allows trucks to use local roads.

### Local roads - prohibited truck movements

20. All of the streets abutting Darley Road identified as NCA 13 (James Street to falls Street) should have a blanket prohibition on any truck movements and worker contractor parking. These hoems are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. These streets are not constructed for heavy vehicle movements and on this basis should also be ruled out. The EIS needs to prohibit outright truck movements including parking) and worker parking on all of these streets.

### Requirement to use public transport or are bussed in by contractors

21. The EIS needs to require that all workers are bussed in or use public transport such as the light rail with no parking whatsoever permitted on local roads at the Darley Road site. This is justified because the site provides 11 car spacers for an estimated 100 workers a day on site. The project cannot be approved on this basis without a strict requirement on workers to use public transport or project provided transport and a prohibition needs to be in place against parking on local streets. The EIS needs to require that this restriction is included in all contracts and in the relevant approval documentation.

### Alternative truck movement proposal

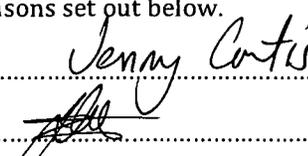
22. The EIS states that an alternative truck movement is proposed which involves use of the City West Link and no need for spoil trucks to access Darley Road. This proposal is supported, subject to further information about potential impacts being provided. The EIS should not be approved on its current basis which provides for 170 heavy and light vehicles accessing Darley Road on a daily basis. This will create unacceptable safety issues and noise impacts for adjacent homes while also compromising pedestrian and bicycle access to the light rail and bay run. It will also lead to truck chaos on this critical arterial road providing access to and across the City west Link. The current proposal which provides for truck movements solely on Darley Road should not be approved and approval should only be given to the alternative proposal. I repeat however my objection to the selection of this site altogether, but propose the least worst impact should be chosen if this site is to be used.

**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:..... Jenny Curtis

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:..... 7 Lamb St

Suburb:..... Lilyfield Postcode: 2040

Submission to:

Planning Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485  
Application

Application Name: WestConnex M4-M5  
Link

### Unacceptable construction noise impacts

32. The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unliveable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.

### No mention of aircraft noise

33. The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

### Risk of accidents

34. I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west.

### Trucks on local streets

35. The EIS permits trucks to access local roads in exceptional circumstances which includes queuing at the site. Given the constraints of the Darley Road site queuing will be the usual situation. The EIS needs to be amended to remove queuing as an exceptional circumstance. The truck movements should properly be managed by the contractor so that there is no queuing. This exception will make it easier for contractors to neglect their obligation to monitor and manage truck movements in and out of the site and needs to be removed. The EIS needs to specifically mention all local streets abutting Darley Road and expressly prohibited truck movements (including parking) on these streets. This should include all streets from the north (James St) to the south (Falls Road), which are near the project footprint.

**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

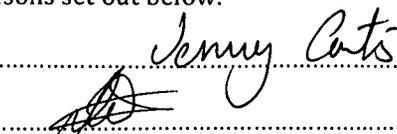
Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the reasons set out below.

Submission to:

Name:..... Jenny Corts

Planning Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001

Signature:..... 

Attn: Director - Transport Assessments

Please **include** my personal information when publishing this submission to your website

**Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.

Application Number: SSI 7485  
Application

Address:..... 7 Lamb St

Suburb:..... Halyfield.....Postcode... 2040

Application Name: WestConnex M4-M5  
Link

**Acquisition of Dan Murphys site**

36. The Darley Road site should be rejected because it involves acquiring Dan Murphy's. This business was rem=novated and opened with full knowledge that it was to be acquired. The lessee and sub-lessees should not be permitted compensation in these circumstances. The demolition of the entire building (which the EIS confirms will occur) is wasteful and represents mismanagement of public resources.

**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:..... Jonny Curtis .....

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:..... 7 Lamb St .....

Suburb:..... Rilyfield .....Postcode..... 2040 .....

Submission to:

Planning Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001

Attn: Director - Transport Assessments

Application Number: SSI 7485  
Application

Application Name: WestConnex M4-M5  
Link

### Property acquisitions

10. The construction and operation of the project will result in 51 property acquisitions. We object to the project in its entirety because of this impact. We note that a number of long-standing businesses have been acquired and that many families and businesses in earlier stages have been forced to go to court to seek fair compensation. We object to the acquisition in particular of the Dan Murphys site. The business was substantially renovated and a new business opened with full knowledge of the likely acquisition. We object to it being acquired and compensated in this circumstances and call on the Government to investigate the circumstances which led to this occurring (Executive Summary xvii)

### Noise barriers

11. No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

### Risk of settlement (ground movement)

12. The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.

### Ambient air quality

13. There is no evidence provided in the EIS that the ventilation outlets will be date. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.

**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

**Attention:** Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|   |                |           |            |
|---|----------------|-----------|------------|
| Name:   | ROBERT SYMON   |           |            |
| Organisation:   |                |           |            |
| Address:  | 87, FRANCIS ST | Suburb    | LEICHHARDT |
|   |                | Post Code | 2040       |
| Email:  | R. Symon       |           |            |
| Please include my personal information when publishing this submission to your website Yes / No |                |           |            |
| Declaration: I have not made any reportable political donations in the last 2 years.            |                |           |            |

I **object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Noise impacts

I object to the the Darley Road civil and tunnel site (C4) at Leichhardt because engine noise from the trucks approaching the intersection up the grade would be a constant source of annoyance to residents of Darley Road down to its intersection with Charles Street.

The independent engineer engaged by the Inner West Council Jim Holt also came to this conclusion in his report to the Council. SMC have not recognised this impact in the EIS. They sent a response to the Council as follows:

**\*Response:** Noise from construction traffic using the public road network is assessed under the Roads and Maritime Noise Criteria Guideline (NCG), which documents Roads and Maritime's approach to implementing the Road Noise Policy (RNP). Under the NCG, an initial screening test is carried out to determine whether noise levels would increase by more than two decibels (dBA). This represents an increase in the number of vehicles of approximately 60 per cent due to construction traffic or a temporary reroute due to a road closure. Where increases are 2dBA or less, then further assessment is required as noise level changes would most likely not be perceptible to most people. Where noise levels increase by more than 2dBA (i.e. 2.1 dBA or greater) further assessment is required using criteria presented in the NCG.

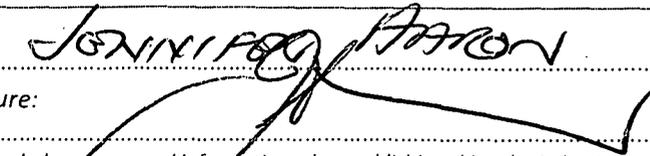
Darley Road is currently being used by heavy vehicles and light commercial vehicles (construction, delivery etc) that contribute to background noises. The predicted traffic noise increase (dBA) at the Darley Road site is around 0.5dBA.'

You do not need to be an acoustic engineer to know that truck and dogs are very noisy and that local residents will be impacted greatly, especially those close to where trucks will be accelerating and decelerating. Darley Road, Leichhardt is not currently experiencing 14 truck and dog movements an hour during peak time stated in the EIS and an unknown (but presumably greater) number of truck movements within off peak construction hours. This is a truck movement every 3-4 minutes during peak. Assuming that they will increase truck movements during off peak residents can expect a truck every 2-3 minutes. We do not need a screening test or assessment to tell us that residents will be subjected to extreme levels of truck noise.

SMC's response does not acknowledge this and does not refute Jim Holt's conclusion that residents will be impacted. SMC's response like the proponent's EIS fails to acknowledge the true impact of the Darley Road civil and tunnel site (C4) at Leichhardt.

The resident's of Darley Rd, Francis, Hubert and Charles St have little acoustic protection against the noise of truck engines, exhaust and brakes and non is contemplated in the EIS.

I **object** to the Darley Road civil and tunnel site (C4) at Leichhardt because the truck noise impacts for residents will be too great for the extended period of construction involved and the Darley Road civil and tunnel site (C4) at Leichhardt should be rejected on this basis.

|   |   |
|---|---|
| <p><b>Attention Director</b><br/> Application Number: SSI 7485 Application</p> <p>Infrastructure Projects, Planning Services,<br/> Department of Planning and Environment<br/> GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p> | Name: <u>JENNIFER HARRON</u><br>Signature: <br>Please include my personal information when publishing this submission to your website.<br><small>HAVE NOT made reportable political donations in the last 2 years.</small><br>Address: <u>638 WILLOW ST</u><br>Suburb: <u>LEICHHARDT</u> Postcode <u>2040</u> |
|---|---|

I object to the WestConnex M4-M5 Link proposals for the following reasons:

- The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unliveable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.
- I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west.
- The EIS permits trucks to access local roads in exceptional circumstances which includes queuing at the site. Given the constraints of the Darley Road site queuing will be the usual situation. The EIS needs to be amended to remove queuing as an exceptional circumstance. The truck movements should properly managed by the contractor so that there is no queuing. This exception will make it easier for contractors to neglect their obligation to monitor and manage truck movements in and out of the site and needs to be removed. The EIS needs to specifically mention all local streets abutting Darley Road and expressly prohibited truck movements (including parking) on these streets. This should include all streets from the north (James St) to the south (Falls Road), which are near the project footprint.
- Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.
- The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39,  
Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                   |        |                           |
|--|-------------------|--------|---------------------------|
| Name:  | GINA PROVESTI     |        |                           |
| Address:   | 191 NORTON STREET | Suburb | LEICHHARDT Post Code 2040 |
| Signature:   | Gina M. Provesti  |        |                           |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |                   |        |                           |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                   |        |                           |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Hours of operation

1. I object to the EIS and the Darley Rd construction site. The proponent should be directed to abandon its plan for a dive site as it is clear impacts are too great for the community. At the very least the site should be restricted to standard construction hours for all operations above ground and there should be no shifts commencing or ending outside of standard construction hours. The proponent should be directed to find a site where its operations will not impact on residents outside of standard construction hours.
2. I object to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4):

'Spoil handling associated with tunnelling supported by the Darley Road civil and tunnel site would occur 24 hours a day, seven days a week. Spoil would be handled below ground wherever practicable to reduce the potential for amenity impacts in adjacent areas. Spoil handling at the surface outside standard day time construction hours would occur within an acoustic shed to manage potential amenity impacts. Spoil removal from this site would only occur within standard construction hours, between 7.00 am and 6.00 pm Monday to Friday, and between 8.00 am and 1.00 pm on Saturdays.'

The EIS allows for the possibility of spoil handling above ground 24 hours 7 days a week. The EIS fails to assess or explain the impacts of this on the residents in nearby streets. These impacts could include construction noise, light and heavy vehicles (other than spoil trucks), workers arriving for shifts and leaving after shifts. It is not clear to what extent the acoustic shed will contain noise. The Jim Holt report stated that the acoustic shed would not operate effectively due to its location on the site. It is not clear whether the proponent will mandate the contractor to employ the highest level of acoustic protection rather than what is feasible.

3. I object to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4):

'Reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site. Local residents, businesses and the NSW EPA would be kept informed about works outside standard day time construction hours at the site.'

The EIS allows for the possibility of spoil handling above ground 24 hours 7 days a week. The EIS fails to assess or explain the impacts of this on the residents in nearby streets. These impacts could include construction noise, light and heavy vehicles (other than spoil trucks), workers arriving for shifts and leaving after shifts. It is not clear to what extent the acoustic shed will contain noise. The Jim Holt report stated that the acoustic shed would not operate effectively due to its location on the site. It is not clear whether the proponent will mandate the contractor to employ the highest level of acoustic protection rather than what is feasible.

4. I object to the EIS and the Darley Rd construction site. The proponent should be directed to abandon its plan for a dive site as it is clear impacts are too great for the community. At the very least the site should be restricted to standard construction hours for all operations above ground and there should be no shifts commencing or ending outside of standard construction hours. The proponent should be directed to find a site where its operations will not impact on residents outside of standard construction hours.
5. I object to the EIS because the proponent/contractor would only have to keep local residents, businesses and the NSW EPA informed about works outside standard day time construction hours at the site. Local residents, businesses and the NSW EPA would have no right to limit works outside standard day time construction hours at the site. As we have seen with other stages of WestConnex this leads to devastating impacts for residents who must endure significant periods of exposure to out of hours works which involve noise, lights and disturbance.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                           |                        |
|--|---------------------------|------------------------|
| Name: <i>GINA PRONESTI</i>   | Suburb: <i>LEICHHARDT</i> | Post Code: <i>2040</i> |
| Address: <i>191 NORTH STREET</i>   |                           |                        |
| Signature: <i>Gina M. Pronesti</i>   |                           |                        |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |                           |                        |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                           |                        |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Pedestrian and cyclist movements

1. I object to the EIS because it fails to describe the temporary changes to Darley Road, Leichhardt to enable access to and from the ancillary facility that would likely be required in relation to the Darley Rd site and instead allows for the final plan to be decided by the contractor.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4) that:

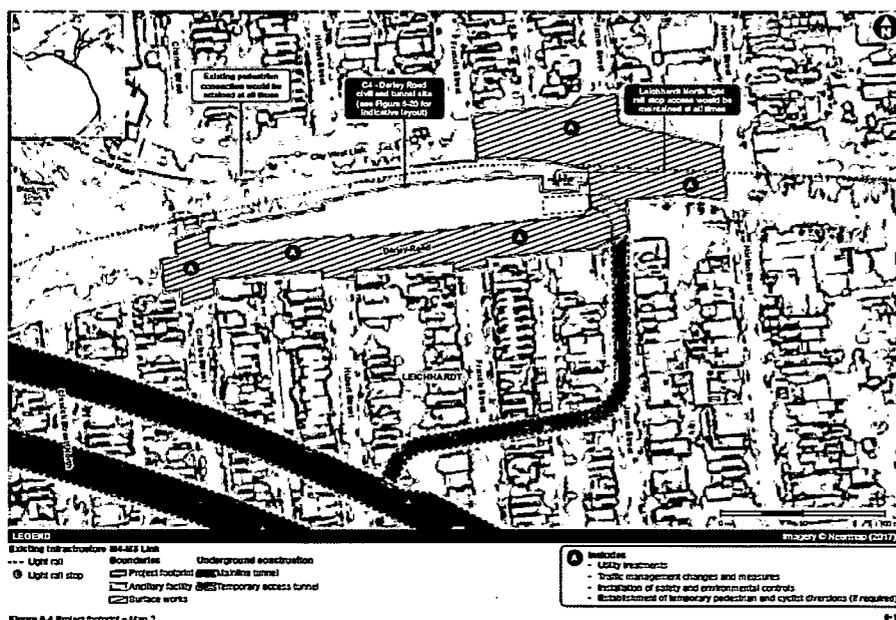
'Temporary changes to Darley Road to enable access to and from the ancillary facility would likely be required. These may include changes to line marking to provide a temporary turning lane for construction traffic and temporary diversions to the pedestrian path on the northern side of Darley Road. These would be confirmed during detailed design following the appointment of a design and construction contractor and in consideration of the safety and function of the road network, maintaining access to the Leichhardt North light rail stop and providing for continued pedestrian and cyclist movement.'

It is not clear how continued access, pedestrian and cyclist movement will be preserved and I am concerned that the impacts have not been correctly identified and assessed by the proponent.

I object to the fact that I am denied the opportunity to assess the impacts of all options. I object to the fact that I will have no right or opportunity to have input into detailed design following the appointment of a design and construction contractor.

#### Light rail access

2. I object to the EIS because it does not guarantee that the existing access to the Leichhardt North light rail stop would be maintained at all times. Fig 6-4 indicates that only the eastern access will be maintained. This greatly disadvantages the elderly and disabled who have to walk up a steep hill to the eastern access. If the proponent cannot guarantee access to the Leichhardt North light rail stop from the existing entry points or from points that are accessible to all then the Darley Road, Leichhardt construction site should be abandoned. The proponent should be directed to find a site where its operations will not impact on users of the Light Rail.



Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                          |                       |
|--|--------------------------|-----------------------|
| Name: <u>GINA PRONESTI</u>   | Suburb <u>LEICHHARDT</u> | Post Code <u>2040</u> |
| Address: <u>191 NORTON STREET</u>  |                          |                       |
| Signature: <u>Gina M. Pronesti</u>   |                          |                       |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / <input type="radio"/> No |                          |                       |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                          |                       |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Cumulative impacts of aircraft noise and construction noise

I object to the EIS because the proponent has failed to take account of the cumulative impact of its proposed Darley Road, Leichhardt civil and tunnel site operations and the aircraft noise which the residents near the site already endure.

The attached extract from Webtrak shows that Darley Road, Leichhardt and adjacent streets are directly under the flight path.

Airservices Australia reports that in April to June 2017 the number of average daily noise events over 70 dBA. In Leichhardt this is an average of 16- 17 per hour over the peak morning period and 16 per hour in the early evening peak period.

I object to the plan for a construction site on Darley Rd because this will mean an additional cumulative impact of spoil truck diesel engine, exhaust and potentially air brake noise every 4 minutes in peak hour based on number of truck movements per hour and in excess of every 4 minutes per hour in non peak permitted construction hours.

#### Cumulative impacts of aircraft emissions and spoil truck emissions

I object to the EIS because the proponent has failed to take account of the cumulative impact of emissions from spoil truck vehicles from it proposed Darley Road, Leichhardt civil and tunnel site operations and emissions from aircraft to which residents near the site are already exposed.

The attached extract from Webtrak shows that Darley Road, Leichhardt and adjacent streets are directly under the flight path.

Airplane exhaust, like car exhaust, contains a variety of air pollutants, including sulfur dioxide and nitrogen oxides. Many of these particles of pollution are tiny, about a hundred millionths of an inch wide, or smaller than the width of a human hair. So-called particulate matter that's especially small is the main culprit in human health effects, especially since the particulates can become wedged deep in the lung and possibly enter the bloodstream, scientists say.

Exposure to loud noise from living under a flight path over a long period of time may increase the risk of developing high blood pressure or having a stroke, a 2013 study by researchers at the University of Athens suggests.

Researchers examined data from 420 people living near busy Athens International Airport in Greece and found living with high noise levels from aircraft, especially at night, was associated with high blood pressure.

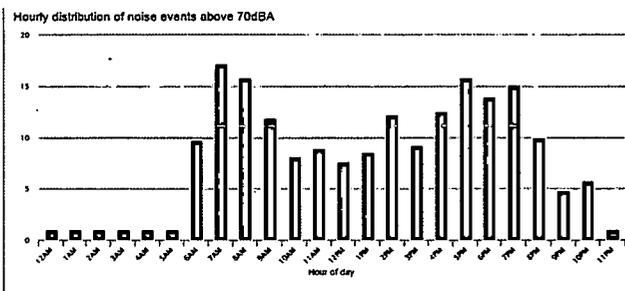
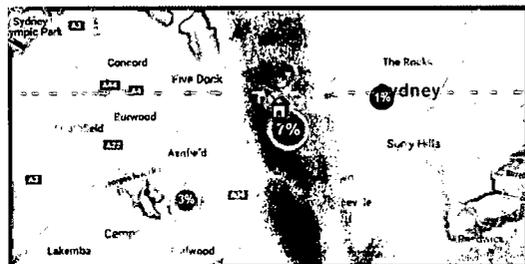
Every additional 10 decibels of night-time aircraft noise appeared to result in a 69 per cent increased risk of high blood pressure, also known as hypertension.

The researchers at the University of Athens found that around half the participants (just under 45 per cent) were exposed to more than 55 decibels of daytime aircraft noise, while around one in four (just over 27 per cent) were exposed to more than 45 decibels of night-time aircraft noise.

Only around one in 10 (11 per cent) were exposed to significant road traffic noise of more than 55 decibels.

Between 2004-6 and 2013, 71 people were newly diagnosed with high blood pressure and 44 were diagnosed with heart flutter (cardiac arrhythmia), while a further 18 had a heart attack, the researchers found.

I object to the plan for a construction site on Darley Rd because in addition to the existing aircraft emissions and noise experienced by people living near the site, this will mean an additional cumulative impact of spoil truck diesel exhaust emissions and noise every 4 minutes in peak hour based on number of truck movements per hour and in excess of every 4 minutes per hour in non peak permitted construction hours. This will give rise to increased health risks from noise and air pollution which research suggest will cause increased blood pressure and risk of stroke.



Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39,  
Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                   |        |                           |
|--|-------------------|--------|---------------------------|
| Name:  | GINA PROVESTI     |        |                           |
| Address:   | 191 NORTON STREET | Suburb | LEICHHARDT Post Code 2060 |
| Signature:   | Gina M. Provesti  |        |                           |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |                   |        |                           |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                   |        |                           |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Truck routes

1. I object to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site, which SMC have on many occasions told the community they are contemplating as alternatives.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4) that 'It is anticipated that the majority of construction traffic would enter the site from the southern (westbound) carriageway of Darley Road, Leichhardt via new driveways. Heavy vehicles associated with spoil haulage would travel eastbound on City West Link and turn right into Darley Road, Leichhardt. A temporary right turning lane at the intersection of City West Link and Darley Road, Leichhardt would be provided for use by construction vehicles. Heavy vehicles would exit the site by turning left onto Darley Road, Leichhardt before turning left onto City West Link.

'Construction traffic may also access the Darley Road civil and tunnel site (C4) via the westbound lanes of City West Link.'

'Temporary traffic management measures would be established to enable access and egress arrangements. These would be detailed in a CTAMP, which would be prepared to manage construction traffic associated with the project.'

2. I object to the EIS because it suggests that no local roads would be used by heavy vehicles during works yet at the same time acknowledges that spoil trucks may use local roads in exceptional circumstances which include when there is queuing to get into the site. Darley Rd is highly congested with traffic queues forming during much of the day which will lead to queues to enter the site. Queuing will not therefore be an exceptional circumstance and the result will be that spoil trucks are able to use local roads without being in breach, which will be often. This is unacceptable to residents of Francis, Hubert, William and Charles St and I object to the EIS on this basis. As queuing cannot be avoided on Darley Rd this clearly shows why this location is inappropriate. The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents' lives be put at risk because the project must be delivered as soon as possible?
3. I object to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site and instead allows for the final plan to be detailed in the CTAMP, Preferred Infrastructure Report or Ancillary Facilities Management Plan.
4. Peter Jones of SMC has on many occasions made representations to the community that his plan is to stage trucks from the port and eventually when possible to have them arrive and depart from the site underground when a tunnel is established between Leichhardt and the M4 East. He has also said that loading of spoil would take place underground at this time. He has recently told us of his plan to load trucks from a ramp off the city west link by means of a hopper conveyor which would pass over the Light rail station delivering spoil into silos below which trucks would pull up to receive their load. The laden trucks would then travel west bound along the city west link. None of this plan is detailed in the EIS.
5. I object to the fact that I am denied the opportunity to assess the impacts of all options. I object to the fact that I will have no right or opportunity to have input into the CTAMP, PIR or AFMP on matters which will have a devastating impact to me and to residents near 7 Darley Rd.
6. I object to the proposal for vehicles associated with spoil haulage to travel eastbound on City West Link and turn right into Darley Rd. This proposal is dangerous and the impacts and risks are too great. Darley Rd is acknowledged by RMS to be a sub-standard road in terms of its construction. The intersection from the city west link is a steep blind turn even for traffic coming across from James St. This is followed by immediate left hand turns into both Francis St and Hubert St. A number of properties on Darley Rd would be at risk of destruction from spoil haulage trucks in the event of a truck having to brake suddenly to avoid stationary vehicles.
7. The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents lives be put at risk because the project must be delivered as soon as possible?

**Attention:** Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                   |        |                           |
|--|-------------------|--------|---------------------------|
| Name:  | GINA PRONESTI     |        |                           |
| Address:   | 191 NORTON STREET | Suburb | LEICHHARDT Post Code 2040 |
| Signature:   | Gina M. Pronesti  |        |                           |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / <input type="radio"/> No |                   |        |                           |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                   |        |                           |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Noise impacts

1. **I object** to the EIS because the proponent has not provided details of the noise mitigation measures proposed in relation to the Darley Road civil and tunnel site (C4) at Leichhardt. As a result it is not possible to assess the noise impacts of the Darley Road civil and tunnel site (C4) at Leichhardt. It is unacceptable for the proponent to establish a major construction site in the middle of a residential area without a clear plan for mitigating noise impacts.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4) that:

'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels. In addition, temporary noise mitigation measures may include noise barriers and other temporary structures such as site buildings, which would be provided to minimise noise impacts on surrounding properties.'

Darley Road civil and tunnel site (C4) will create a high level of noise impact for residents yet the proponent has not given details of the plan for mitigating this impact. The measures will be implemented only if 'reasonable and feasible' which is a subjective assessment as it does not states whether they will be assessed as reasonable from the standpoint of the proponent or the residents. What the proponent thinks is reasonable may not meet the residents expectation as to what is reasonable. The measures appear to be optional as the proponent only states that that 'may include noise barriers and other temporary structures such as site buildings'.

#### Construction vehicle safety impacts

2. **I object** to the EIS because the proposal in relation to the Darley Road civil and tunnel site (C4) at Leichhardt stated therein, that 'heavy vehicles associated with spoil haulage would travel eastbound on City West Link and turn right into Darley Road, Leichhardt' presents unacceptable safety and amenity impacts.

The corner of Darley Rd (actually James St) and the City West Link is a pedestrian zone for:

- Pupils of Orange Grove Public School who live in Leichhardt
- Students of Sydney Secondary College, Leichhardt Campus who alight at Leichhardt North light rail stop
- Students of other schools along the light rail who board at Leichhardt North light rail stop
- Commuters who board at Leichhardt North light rail stop
- Residents walking to Leichhardt Park Aquatic Centre and adjacent sporting facilities
- Residents walking to the Orange Grove markets on Saturdays

The proponents plan brings pedestrians and school children in particular directly into the path of spoil haulage trucks at an intersection found to be the third most dangerous according to Transport for NSW figures.

A further impact will be to discourage people from walking in this area leading to greater car use for local trips.

**I object** to the Darley Road civil and tunnel site (C4) at Leichhardt on the above grounds.

**Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001**

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |
|--|
| Name: <i>GINA PRONESTI</i>   |
| Address: <i>191 NORTON STREET</i> Suburb <i>LEICHHARDT</i> Post Code <i>2040</i>   |
| Signature: <i>Gina M. Pronesti</i>   |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / <input type="radio"/> No |
| Declaration: I have not made any reportable political donations in the last 2 years.   |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### **Construction vehicle safety impacts**

**I object** to the EIS because the proposal in relation to the Darley Road civil and tunnel site (C4) at Leichhardt stated therein, that 'heavy vehicles associated with spoil haulage would travel eastbound on City West Link and turn right into Darley Road, Leichhardt' presents unacceptable safety and amenity impacts.

The corner of Darley Rd (actually James St) and the City West Link is a pedestrian zone for:

- Pupils of Orange Grove Public School who live in Leichhardt
- Students of Sydney Secondary College, Leichhardt Campus who alight at Leichhardt North light rail stop
- Students of other schools along the light rail who board at Leichhardt North light rail stop
- Commuters who board at Leichhardt North light rail stop
- Residents walking to Leichhardt Park Aquatic Centre and adjacent sporting facilities
- Residents walking to the Orange Grove markets on Saturdays

The proponents plan brings pedestrians and school children in particular directly into the path of spoil haulage trucks at an intersection found to be the third most dangerous according to Transport for NSW figures.

A further impact will be to discourage people from walking in this area leading to greater car use for local trips.

**I object** to the Darley Road civil and tunnel site (C4) at Leichhardt on the above grounds.

#### **Noise impacts**

**I object** to the EIS because the proponent has failed to take account of the fact that the demolition of 7 Darley Road, Leichhardt will remove a significant noise barrier to traffic noise from the City West Link. This will mean increased traffic noise impacts to the residents of Darley Rd, Francis St, Hubert St and Charles St.

**Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001**

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                               |
|--|-------------------------------|
| Name: <i>GINA PRONESTI</i>   |                               |
| Address: <i>191 NORTON STREET</i><br>Post Code <i>2040</i>   | Suburb <i>LEICHHARDT</i>      |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |                               |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                               |
| Signed: <i>Gina M. Pronesti</i>  | Date <i>29 September 2017</i> |

I **object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

- **Contaminated site**

I **object** to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable.

7 Darley Road is a site which has been reported to the NSW EPA under section 60 of the CLM Act. Although NSW EPA assessed the site as not requiring regulation under the CLM Act in 16.2.14 of the EIS the proponent sets out in Table 16-15 the contaminants of potential concern that are present at Darley Rd. These are metals, polycyclic aromatic hydrocarbons, total recoverable hydrocarbons, asbestos and Volatile Organic Hydrocarbons (SVOCs).

The proponent's plan for the Darley Road Civil and Tunnel Construction site at Leichhardt involves demolition, earthworks, construction and track-out (the transport of dust and dirt from the construction/demolition site onto the public road network on construction vehicles).

I **object** to the Darley Road Civil and Tunnel Construction site at Leichhardt because of the impact that disturbance of contaminants will have on health and on property. The community should not be put at risk when a dive site is not necessary.

- **Asbestos contaminated site**

I **object** to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable.

Appendix R, 4.7.8 Areas and contaminants of concern the proponent states that 'There is also potential for asbestos to be present in the fill from potential uncontrolled filling and demolition of former buildings.'

The proponent's assessment is defective as it fails to identify the risk to local residents and anyone else in the neighbourhood of excavated soil containing contaminants and asbestos being blown into nearby streets and into homes and gardens of adjoining properties. The proponent's assessment is defective because having identified the presence of asbestos on the site it fails to specifically identify the potential for inhalation of asbestos either by workers or residents.

**I object** to the Darley Road Civil and Tunnel Construction site at Leichhardt because of the impact that disturbance of asbestos will have on health and on property. The community should not be put at risk when a dive site is not necessary.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

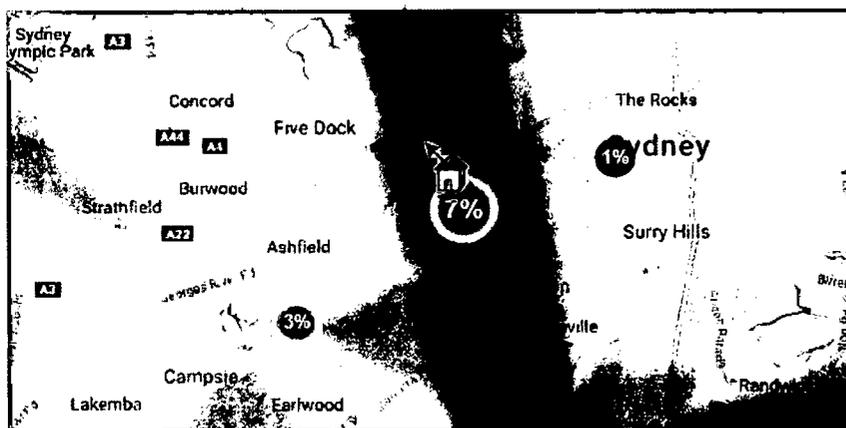
|  |                           |                        |
|--|---------------------------|------------------------|
| Name: <u>GINA PROVESTI</u>   | Suburb: <u>LEICHHARDT</u> | Post Code: <u>2140</u> |
| Address: <u>191 NOLTON STREET</u>  |                           |                        |
| Signature: <u>Gina Provesti</u>  |                           |                        |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |                           |                        |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                           |                        |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Cumulative impacts of aircraft emissions and spoil truck emissions

- I object to the EIS because the proponent has failed to take account of the cumulative impact of emissions from spoil truck vehicles from it proposed Darley Road, Leichhardt civil and tunnel site operations and emissions from aircraft to which residents near the site are already exposed.

The attached extract from Webtrak shows that Darley Road, Leichhardt and adjacent streets are directly under the flight path.



Airplane exhaust, like car exhaust, contains a variety of air pollutants, including sulfur dioxide and nitrogen oxides. Many of these particles of pollution are tiny, about a hundred millionths of an inch wide, or smaller than the width of a human hair. So-called particulate matter that's especially small is the main culprit in human health effects, especially since the particulates can become wedged deep in the lung and possibly enter the bloodstream, scientists say.

Exposure to loud noise from living under a flight path over a long period of time may increase the risk of developing high blood pressure or having a stroke, a 2013 study by researchers at the University of Athens suggests.

Researchers examined data from 420 people living near busy Athens International Airport in Greece and found living with high noise levels from aircraft, especially at night, was associated with high blood pressure.

Every additional 10 decibels of night-time aircraft noise appeared to result in a 69 per cent increased risk of high blood pressure, also known as hypertension.

The researchers at the University of Athens found that around half the participants (just under 45 per cent) were exposed to more than 55 decibels of daytime aircraft noise, while around one in four (just over 27 per cent) were exposed to more than 45 decibels of night-time aircraft noise.

Only around one in 10 (11 per cent) were exposed to significant road traffic noise of more than 55 decibels.

Between 2004-6 and 2013, 71 people were newly diagnosed with high blood pressure and 44 were diagnosed with heart flutter (cardiac arrhythmia), while a further 18 had a heart attack, the researchers found.

I object to the plan for a construction site on Darley Rd because in addition to the existing aircraft emissions and noise experienced by people living near the site, this will mean an additional cumulative impact of spoil truck diesel exhaust emissions and noise every 4 minutes in peak hour based on number of truck movements per hour and in excess of every 4 minutes per hour in non peak permitted construction hours. This will give rise to increased health risks from noise and air pollution which research suggest will cause increased blood pressure and risk of stroke.

**Attention: Director, Infrastructure Projects, Planning Services Department of  
Planning and Environment, GPO Box 39, Sydney, NSW, 2001**

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                               |
|--|-------------------------------|
| Name: <i>GINA PRONESTI</i>   |                               |
| Address: <i>191 NORTON STREET</i><br>Post Code <i>2040</i>   | Suburb <i>LEICHHARDT</i>      |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |                               |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                               |
| Signed <i>Gina M. Pronesti</i>   | Date <i>29 September 2017</i> |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### **Noise and disruption from construction**

I object to the proposal for the Darley Road Civil and Tunnel Construction site at Leichhardt because of the noise and disruption impact it will have on residents during periods of extended construction. The proponent has a very poor track record of managing the impacts of Stages 1 and 2 of this project. In addition, the conditions of approval are so broad as to make enforcing compliance with Council or EPA regulations impossible. The protections for residents are ineffectual and the abuse of the Critical State Significant Infrastructure powers is continuous.

The reality for residents living with the Stages 1 and 2 of WestConnex is night after night of disruption and disturbance with no respite and no way of enforcing compliance. In addition, the policy for mitigation entitlements such as noise protection or respite accommodation is not transparent and is discretionary. Many residents especially the most vulnerable such as those in rental properties or in public housing are unwilling to complain about their situation.

In St Peters in mid-September 2017 the Stage 2 Joint venture's contractors were digging up pipes all one weekend, resulting in two burst water mains. They worked through Saturday night until after 1am on Sunday morning when they should have finished at 6pm on Saturday. Many of the residents were without water for much of the weekend. On Monday night at 8.30pm RMS turned up unannounced with concrete saws and jackhammers. On Tuesday night, RMS were supposed to stop at 6pm but again the work until after midnight. A resident whose bedroom was right next door to the work, posted a video of the deafening concrete saws in use after midnight with the caption "It's impossible to live here at the moment". Many local residents are unaware of the construction impacts and that there will be months of construction work which will have to take place out of hours. The EIS does not specify which works to establish the site will take place during standard construction hours.

**The Department of Planning and Environment should oppose the approval of the Darley Road Civil and Tunnel Construction site at Leichhardt because alternatives are available which will have less impact on residents or which will impact fewer residents during the construction phase. These alternatives should be assessed. If not suitable then the proponent must do without a dive site. It is not acceptable to treat communities like this. The mistakes of Stages 1 and 2 should not be repeated.**

**Attention:** Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|   |
|---|
| Name: <i>GINA PRONESTI</i>  |
| Address: <i>171 NORTON STREET</i> Suburb <i>LEICHHARDT</i> Post Code <i>2040</i>  |
| Signature: <i>Gina M. Pronesti</i>  |
| Please include my personal information when publishing this submission to your website <input checked="" type="checkbox"/> Yes / No |
| Declaration: I have not made any reportable political donations in the last 2 years.  |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Non-compliance with SEARS

- I object** to the proposal because it does not comply with the SEARS requirements. The EIS must include, but not necessarily be limited to, a description of the project and **all components and activities** (including ancillary components and activities) required to construct and operate it, including the location and operational requirements of construction ancillary facilities and access.

Peter Jones from Sydney Motorway Corporation has advised that he is in the process of finalising an agreement with Sydney Ports which will enable him to stage trucks from a location on Glebe Island via James Craig Rd. The EIS should not have been released before this plan was finalised. Peter Jones has advised that he is only required to describe the 'worst case scenario' in the EIS, which is trucks arriving ad hoc via the eastbound lanes of City West Link. The EIS should describe what the proponent actually plans to do as well as the worst case scenario so that the impacts of all options being considered can be assessed and commented on.

It is not clear from the EIS how the alternative plan for the staged arrival of spoil trucks from Sydney Ports will be documented and how stakeholders will have an opportunity to assess its impacts. The EIS does not specifically state that this staged arrival plan will be documented in the CTAMP, the Ancillary Facilities Management Plan or the Preferred Infrastructure Report.

**I object** to the EIS on the grounds that it does not comply with the SEARS.

#### Truck routes

- I object** to the EIS because it suggests that no local roads would be used by heavy vehicles during works yet at the same time acknowledges that spoil trucks may use local roads in exceptional circumstances which include when there is queuing to get into the site. Darley Rd is highly congested with traffic queues forming during much of the day which will lead to queues to enter the site. Queuing will not therefore be an exceptional circumstance and the result will be that spoil trucks are able to use local roads without being in breach, which will be often. This is unacceptable to residents of Francis, Hubert, William and Charles St and **I object** to the EIS on this basis. As queuing cannot be avoided on Darley Rd this clearly shows why this location is inappropriate. The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents' lives be put at risk because the project must be delivered as soon as possible?

#### Noise impacts

- I object** to the EIS because the proponent has failed to take account of the noise impact of fully laden spoil haulage trucks exiting the Darley Road civil and tunnel site (C4) at Leichhardt driving up the very steep blind turn at the intersection with the City West Link. The RMS should install noise measuring equipment and monitoring cameras at this location to measure noise from heavy vehicles and identify vehicles whose noise that exceeds the applicable Australian standard.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                   |                   |                |
|--|-------------------|-------------------|----------------|
| Name:  | GINA PRONESTI     |                   |                |
| Address:   | 191 NORTON STREET | Suburb LEICHHARDT | Post Code 2040 |
| Signature:   | Gina Pronesti     |                   |                |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |                   |                   |                |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                   |                   |                |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Noise impacts

- The proponent has identified that the most affected receivers are residential receivers which adjoin the Darley Road civil and tunnel site (C4) at Leichhardt on Darley Road between Norton Street and Falls Street. The most noise affected receivers are located between Charles Street and Norton Street due to their proximity to the construction site.

The proponent has identified that the worst case construction scenario will occur during

- Road adjustments works
- spoil handling works within the acoustic shed during all works periods

Highest construction noise impacts:

- Use of a rock breaker during the daytime period as part of the demolition works and
- Use of a road profiler during the night-time period as part of the road adjustment works

I object to the EIS because the proponent provides that spoil handling works within the acoustic shed will take place for the duration of the construction phase which could be up to two to three years' duration, yet there is no clear plan for measures that will be taken to minimise noise impacts.

- I object to the Darley Road civil and tunnel site (C4) at Leichhardt on the basis that there is no clear plan in the EIS for measures that will provide the maximum possible level of mitigation from noise impacts. I also object because there is no clear plan for remedies available to residents who are impacted.
- I object to the EIS because the proponent's assessment of who are Highly Noise Affected receivers in the area adjacent to the Darley Road civil and tunnel site (C4) at Leichhardt is incorrect and wrongly minimises the actual number of Highly Noise Affected receivers.
- Many residents in Charles St and Hubert St were highly affected by noise from works conducted during the renovation of 7 Darley Rd in 2016. In Hubert St, residents at least as far as No 31 and No 32 Hubert St were affected. The affected properties are not correctly reflected in the EIS.

I object to the EIS because it underestimates the number of residents that will be highly affected by noise. It does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site.

- I object to the EIS because the proponent incorrectly asserts construction traffic is unlikely to result in a noticeable increase in LAeq noise levels at receivers along the proposed construction traffic routes (Darley Road, Leichhardt and City West Link). This does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site. The impact of these will be substantial.

Commercial trucks are very loud; a standard diesel engine produces approximately 100 decibels (dB) of noise.

Engine braking noise can be disturbing both because it is loud and also as it has a distinctive characteristic modulation. Engine braking noise is caused by pulses of gases being emitted from the truck exhaust system, giving a 'machine gun' sound.

I object to the Darley Rd site because of the level of noise that the trucks will cause.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|   |                   |                   |                |
|---|-------------------|-------------------|----------------|
| Name:   | GINA PRONESTI     |                   |                |
| Address:  | 191 NORTON STREET | Suburb LEIGHHARDT | Post Code 2040 |
| Signature:  | Gina M. Pronesti  |                   |                |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes/ No |                   |                   |                |
| Declaration: I have not made any reportable political donations in the last 2 years.  |                   |                   |                |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Noise impacts

1. I object to the EIS because the proponent has not provided a clear plan for measures that will be taken to minimise noise impacts from work within and outside of standard construction hours at the Darley Road civil and tunnel site (C4) at Leichhardt.
2. I object to the EIS because the proponent has failed to take account of the fact that the demolition of 7 Darley Road, Leichhardt will remove a significant noise barrier to traffic noise from the City West Link. This will mean increased traffic noise impacts to the residents of Darley Rd, Francis St, Hubert St and Charles St.
3. I object to the EIS because the proponent has failed to take account of the noise impact of fully laden spoil haulage trucks exiting the Darley Road civil and tunnel site (C4) at Leichhardt driving up the very steep blind turn at the intersection with the City West Link. The RMS should install noise measuring equipment and monitoring cameras at this location to measure noise from heavy vehicles and identify vehicles whose noise that exceeds the applicable Australian standard.
4. I object to the EIS because the proponent has failed to take account of the noise impact of spoil haulage trucks using air brakes on the descent down Darley Rd off the City West Link. Heavy vehicle drivers should avoid using exhaust brakes, engine compression or 'jake' brakes near residential areas and noise-sensitive areas such as hospitals and schools, unless they are necessary for safety reasons. RMS should implement noise limits from engine compression brakes and should use roadside noise 'cameras' as an aid to enforcement at every location where WestConnex vehicles emitting engine compression brake noise might affect nearby communities.

#### Non-compliance with SEARS

1. I object to the proposal because it does not comply with the SEARS requirements. The EIS must include, but not necessarily be limited to, a description of the project and all components and activities (including ancillary components and activities) required to construct and operate it, including the location and operational requirements of construction ancillary facilities and access.
2. In so far as it describes the Darley Road civil and tunnel site (C4) at Leichhardt the EIS does not meet this requirement because it does not describe the components and activities that have been described to the community either in meetings with LAW (Leichhardt Against WestConnex) or at the WestConnex Community Reference Group established by Sydney Motorway Corporation.
3. The EIS has been released before the proponent is able to describe how it actually plans to carry out construction activities at Darley Road, Leichhardt, in particular the plan for staging the arrival of spoil trucks.
4. The proponent via its agent Sydney Motorway Corporation's employee Peter Jones has advised on several occasions that spoil haulage trucks will be staged from the Sydney Ports land on Glebe Island via James Craig Rd. This is to avoid the situation at Haberfield where trucks circle the Northcote St site as they are not able to queue to enter it creating congestion and noise impacts as they drive slowly into Wattle St and Ramsay St. before making a second run at the Northcote St site from the Parramatta Road entrance.
5. No details of this staged spoil haulage proposal at Darley Road, Leichhardt are provided other than that 'construction traffic may also access the Darley Road civil and tunnel site (C4) at Leichhardt via the westbound lanes of City West Link'.
6. Peter Jones from Sydney Motorway Corporation has advised that he is in the process of finalising an agreement with Sydney Ports which will enable him to stage trucks from a location on Glebe Island via James Craig Rd. The EIS should not have been released before this plan was finalised. Peter Jones has advised that he is only required to describe the 'worst case scenario' in the EIS, which is trucks arriving ad hoc via the eastbound lanes of City West Link. The EIS should describe what the proponent actually plans to do as well as the worst case scenario so that the impacts of all options being considered can be assessed and commented on.
7. It is not clear from the EIS how the alternative plan for the staged arrival of spoil trucks from Sydney Ports will be documented and how stakeholders will have an opportunity to assess its impacts. The EIS does not specifically state that this staged arrival plan will be documented in the CTAMP, the Ancillary Facilities Management Plan or the Preferred Infrastructure Report.
8. I object to the EIS on the grounds that it does not comply with the SEARS.

**Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001**

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |
|--|
| Name: <i>GINA PRONESTI</i>   |
| Address: <i>191 NORTON STREET</i> Suburb <i>LEICHHARDT</i><br>Post Code <i>2040</i>  |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / No |
| Declaration: I have not made any reportable political donations in the last 2 years.   |
| Signed: <i>Gina M. Pronesti</i> Date <i>29 September 2017</i>  |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

- **Air quality – exhaust emissions**

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable. In particular I object to the Darley Road Civil and Tunnel Construction site because of the impact it will have on health.

In 9.3 'Construction assessment methodology' of the EIS the proponent states that one of the main air pollution and amenity considerations at demolition/construction sites is increased concentrations of airborne particles and NO<sub>2</sub> due to exhaust emissions from on-site diesel-powered vehicles and construction equipment. In 9.3 the proponent also states that **'Exhaust emissions from on-site plant and site traffic are unlikely to have a significant impact on local air quality, and in the majority of cases they would not need to be quantitatively assessed.'**

This assessment is incorrect in the case of the Darley Road Civil and Tunnel Construction site in Leichhardt and the Department of Planning must require the proponent to submit an assessment.

The proponent sets out elsewhere in the EIS its plan to run spoil trucks in and out of the site via Darley Rd/James St.

A full laden truck and dog driving up the steep blind section of Darley Rd/James St will have to use high gears and high revs to get up the hill. This will take longer than for other vehicles because of the size of a truck and dog and the extensive traffic queuing that takes place at the intersection. The proponent anticipates there being a truck every 4 minutes in peak hour which coincides with the peak of foot traffic near the intersection. This means a truck every traffic light cycle. This will create unacceptable concentrations of diesel exhaust in an area used by a lot of pedestrians to get to and from the North Leichhardt light rail stop.

The Darley Road Civil and Tunnel Construction site in Leichhardt should not be allowed to proceed because of the health impacts from diesel exhaust.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                   |        |                           |
|--|-------------------|--------|---------------------------|
| Name:  | GINA PROVESTI     |        |                           |
| Address:   | 191 NORTON STREET | Suburb | LEICHHARDT Post Code 2040 |
| Signature:   | GINA M. PROVESTI  |        |                           |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |                   |        |                           |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                   |        |                           |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Noise impacts

- I object to the EIS because the proponent has not provided details of the noise mitigation measures proposed in relation to the Darley Road civil and tunnel site (C4) at Leichhardt. As a result it is not possible to assess the noise impacts of the Darley Road civil and tunnel site (C4) at Leichhardt. It is unacceptable for the proponent to establish a major construction site in the middle of a residential area without a clear plan for mitigating noise impacts.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4) that:

'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels. In addition, temporary noise mitigation measures may include noise barriers and other temporary structures such as site buildings, which would be provided to minimise noise impacts on surrounding properties.'

Darley Road civil and tunnel site (C4) will create a high level of noise impact for residents yet the proponent has not given details of the plan for mitigating this impact. The measures will be implemented only if 'reasonable and feasible' which is a subjective assessment as it does not state whether they will be assessed as reasonable from the standpoint of the proponent or the residents. What the proponent thinks is reasonable may not meet the residents expectation as to what is reasonable. The measures appear to be optional as the proponent only states that that 'may include noise barriers and other temporary structures such as site buildings'.

- I object to the EIS because the proponent has not provided a clear plan for measures that will be taken to minimise noise impacts from work within and outside of standard construction hours at the Darley Road civil and tunnel site (C4) at Leichhardt.
- I object to the EIS because the proponent has failed to take account of the fact that the demolition of 7 Darley Road, Leichhardt will remove a significant noise barrier to traffic noise from the City West Link. This will mean increased traffic noise impacts to the residents of Darley Rd, Francis St, Hubert St and Charles St.
- I object to the EIS because the proponent has failed to take account of the noise impact of fully laden spoil haulage trucks exiting the Darley Road civil and tunnel site (C4) at Leichhardt driving up the very steep blind turn at the intersection with the City West Link. The RMS should install noise measuring equipment and monitoring cameras at this location to measure noise from heavy vehicles and identify vehicles whose noise that exceeds the applicable Australian standard.
- I object to the EIS because the proponent has failed to take account of the noise impact of spoil haulage trucks using air brakes on the descent down Darley Rd off the City West Link. Heavy vehicle drivers should avoid using exhaust brakes, engine compression or 'jake' brakes near residential areas and noise-sensitive areas such as hospitals and schools, unless they are necessary for safety reasons. RMS should implement noise limits from engine compression brakes and should use roadside noise 'cameras' as an aid to enforcement at every location where WestConnex vehicles emitting engine compression brake noise might affect nearby communities.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                   |                   |                |
|--|-------------------|-------------------|----------------|
| Name:  | GINA PROVESTI     |                   |                |
| Address:   | 191 NORTON STREET | Suburb LEICHHARDT | Post Code 2060 |
| Signature:   | Gina Provesti     |                   |                |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |                   |                   |                |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                   |                   |                |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Truck routes

- I object to the EIS because it suggests that no local roads would be used by heavy vehicles during works yet at the same time acknowledges that spoil trucks may use local roads in exceptional circumstances which include when there is queuing to get into the site. Darley Rd is highly congested with traffic queues forming during much of the day which will lead to queues to enter the site. Queuing will not therefore be an exceptional circumstance and the result will be that spoil trucks are able to use local roads without being in breach, which will be often. This is unacceptable to residents of Francis, Hubert, William and Charles St and I object to the EIS on this basis. As queuing cannot be avoided on Darley Rd this clearly shows why this location is inappropriate. The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents' lives be put at risk because the project must be delivered as soon as possible?
- I object to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site, which SMC have on many occasions told the community they are contemplating as alternatives.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4) that 'It is anticipated that the majority of construction traffic would enter the site from the southern (westbound) carriageway of Darley Road, Leichhardt via new driveways. Heavy vehicles associated with spoil haulage would travel eastbound on City West Link and turn right into Darley Road, Leichhardt. A temporary right turning lane at the intersection of City West Link and Darley Road, Leichhardt would be provided for use by construction vehicles. Heavy vehicles would exit the site by turning left onto Darley Road, Leichhardt before turning left onto City West Link.'

'Construction traffic may also access the Darley Road civil and tunnel site (C4) via the westbound lanes of City West Link.'

'Temporary traffic management measures would be established to enable access and egress arrangements. These would be detailed in a CTAMP, which would be prepared to manage construction traffic associated with the project.'

I object to the proposal for vehicles associated with spoil haulage to travel eastbound on City West Link and turn right into Darley Rd. This proposal is dangerous and the impacts and risks are too great. Darley Rd is acknowledged by RMS to be a sub-standard road in terms of its construction. The intersection from the city west link is a steep blind turn even for traffic coming across from James St. This is followed by immediate left hand turns into both Francis St and Hubert St. A number of properties on Darley Rd would be at risk of destruction from spoil haulage trucks in the event of a truck having to brake suddenly to avoid stationary vehicles.

The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents lives be put at risk because the project must be delivered as soon as possible?

- I object to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site and instead allows for the final plan to be detailed in the CTAMP, Preferred Infrastructure Report or Ancillary Facilities Management Plan.

Peter Jones of SMC has on many occasions made representations to the community that his plan is to stage trucks from the port and eventually when possible to have them arrive and depart from the site underground when a tunnel is established between Leichhardt and the M4 East. He has also said that loading of spoil would take place underground at this time. He has recently told us of his plan to load trucks from a ramp off the city west link by means of a hopper conveyor which would pass over the Light rail station delivering spoil into silos below which trucks would pull up to receive their load. The laden trucks would then travel west bound along the city west link. None of this plan is detailed in the EIS.

I object to the fact that I am denied the opportunity to assess the impacts of all options. I object to the fact that I will have no right or opportunity to have input into the CTAMP, PIR or AFMP on matters which will have a devastating impact to me and to residents near 7 Darley Rd.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39,  
Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                   |        |                           |
|--|-------------------|--------|---------------------------|
| Name:  | GINA PRONESTI     |        |                           |
| Address:   | 191 NORTON STREET | Suburb | LEICHHARDT Post Code 2040 |
| Signature:   | Gina M. Pronesti  |        |                           |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |                   |        |                           |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                   |        |                           |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Noise impacts

- The proponent has identified that the most affected receivers are residential receivers which adjoin the Darley Road civil and tunnel site (C4) at Leichhardt on Darley Road between Norton Street and Falls Street. The most noise affected receivers are located between Charles Street and Norton Street due to their proximity to the construction site.  
The proponent has identified that the worst-case construction scenario will occur during
  - Road adjustments works
  - spoil handling works within the acoustic shed during all works periods
 Highest construction noise impacts:
  - Use of a rock breaker during the daytime period as part of the demolition works and
  - Use of a road profiler during the night-time period as part of the road adjustment works
- I object to the EIS because the proponent provides that spoil handling works within the acoustic shed will take place for the duration of the construction phase which could be up to two to three years' duration, yet there is no clear plan for measures that will be taken to minimise noise impacts.
- I object to the Darley Road civil and tunnel site (C4) at Leichhardt on the basis that there is no clear plan in the EIS for measures that will provide the maximum possible level of mitigation from noise impacts. I also object because there is no clear plan for remedies available to residents who are impacted.

#### Noise impacts – highly affected receivers

- I object to the EIS because the proponent's assessment of who are Highly Noise Affected receivers in the area adjacent to the Darley Road civil and tunnel site (C4) at Leichhardt is incorrect and wrongly minimises the actual number of Highly Noise Affected receivers. Many residents in Charles St and Hubert St were highly affected by noise from works conducted during the renovation of 7 Darley Rd in 2016. In Hubert St, residents at least as far as No 31 and No 32 Hubert St were affected. The affected properties are not correctly reflected in the EIS.
- I object to the EIS because it underestimates the number of residents that will be highly affected by noise. It does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site.
- I object to the Darley Rd site because of the level of noise that the trucks will cause.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39,  
Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|   |                   |        |                           |
|---|-------------------|--------|---------------------------|
| Name:   | GINA PROVESTI     |        |                           |
| Address:  | 191 NORTON STREET | Suburb | LEICHHARDT Post Code 7040 |
| Signature:  | Gina M. Provesti  |        |                           |
| Please include my personal information when publishing this submission to your website <input checked="" type="checkbox"/> Yes / No |                   |        |                           |
| Declaration: I have not made any reportable political donations in the last 2 years.  |                   |        |                           |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Noise impacts from trucks

- I object to the Darley Road civil and tunnel site (C4) at Leichhardt because engine noise from the trucks approaching the intersection up the grade would be a constant source of annoyance to residents of Darley Road down to its intersection with Charles Street.
- The independent engineer engaged by the Inner West Council Jim Holt also came to this conclusion in his report to the Council. SMC have not recognised this impact in the EIS. They sent a response to the Council as follows:  
**Response:** Noise from construction traffic using the public road network is assessed under the Roads and Maritime Noise Criteria Guideline (NCG), which documents Roads and Maritime's approach to implementing the Road Noise Policy (RNP). Under the NCG, an initial screening test is carried out to determine whether noise levels would increase by more than two decibels (dBA). This represents an increase in the number of vehicles of approximately 60 per cent due to construction traffic or a temporary reroute due to a road closure. Where increases are 2dBA or less, then further assessment is required as noise level changes would most likely not be perceptible to most people. Where noise levels increase by more than 2dBA (i.e. 2.1 dBA or greater) further assessment is required using criteria presented in the NCG.  
Darley Road is currently being used by heavy vehicles and light commercial vehicles (construction, delivery etc) that contribute to background noises. The predicted traffic noise increase (dBA) at the Darley Road site is around 0.5dBA.
- You do not need to be an acoustic engineer to know that truck and dogs are very noisy and that local residents will be impacted greatly, especially those close to where trucks will be accelerating and decelerating. Darley Road, Leichhardt is not currently experiencing 14 truck and dog movements an hour during peak time stated in the EIS and an unknown (but presumably greater) number of truck movements within off peak construction hours. This is a truck movement every 3-4 minutes during peak. Assuming that they will increase truck movements during off peak residents can expect a truck every 2-3 minutes. We do not need a screening test or assessment to tell us that residents will be subjected to extreme levels of truck noise.
- SMC's response does not acknowledge this and does not refute Jim Holt's conclusion that residents will be impacted. SMC's response like the proponent's EIS fails to acknowledge the true impact of the Darley Road civil and tunnel site (C4) at Leichhardt.
- The resident's of Darley Rd, Francis, Hubert and Charles St have little acoustic protection against the noise of truck engines, exhaust and brakes and non is contemplated in the EIS.
- Commercial trucks are very loud; a standard diesel engine produces approximately 100 decibels (dB) of noise. Engine braking noise can be disturbing both because it is loud and also as it has a distinctive characteristic modulation. Engine braking noise is caused by pulses of gases being emitted from the truck exhaust system, giving a 'machine gun' sound.
- I object to the Darley Road civil and tunnel site (C4) at Leichhardt because the truck noise impacts for residents will be too great for the extended period of construction involved and the Darley Road civil and tunnel site (C4) at Leichhardt should be rejected on this basis.
- I object to the EIS because the proponent incorrectly asserts construction traffic is unlikely to result in a noticeable increase in LAeq noise levels at receivers along the proposed construction traffic routes (Darley Road, Leichhardt and City West Link). This does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site. The impact of these will be substantial.

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|   |                   |                   |                |
|---|-------------------|-------------------|----------------|
| Name:   | GINA PROVESTI     |                   |                |
| Address:  | 191 NORTON STREET | Suburb LEICHHARDT | Post Code 2040 |
| Signature:  | Gina M. Provesti  |                   |                |
| Please include my personal information when publishing this submission to your website. <input checked="" type="radio"/> Yes <input type="radio"/> No |                   |                   |                |
| Declaration: I have not made any reportable political donations in the last 2 years.  |                   |                   |                |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Non-compliance with SEARS

I object to the proposal because it does not comply with the SEARS requirements. The EIS must include, but not necessarily be limited to, a description of the project and **all components and activities** (including ancillary components and activities) required to construct and operate it, including the location and operational requirements of construction ancillary facilities and access.

In so far as it describes the Darley Road civil and tunnel site (C4) at Leichhardt the EIS does not meet this requirement because it does not describe the components and activities that have been described to the community either in meetings with LAW (Leichhardt Against WestConnex) or at the WestConnex Community Reference Group established by Sydney Motorway Corporation.

The EIS has been released before the proponent is able to describe how it actually plans to carry out construction activities at Darley Road, Leichhardt, in particular the plan for staging the arrival of spoil trucks.

The proponent via its agent Sydney Motorway Corporation's employee Peter Jones has advised on several occasions that spoil haulage trucks will be staged from the Sydney Ports land on Glebe Island via James Craig Rd. This is to avoid the situation at Haberfield where trucks circle the Northcote St site as they are not able to queue to enter it creating congestion and noise impacts as they drive slowly into Wattle St and Ramsay St. before making a second run at the Northcote St site from the Parramatta Road entrance.

No details of this staged spoil haulage proposal at Darley Road, Leichhardt are provided other than that 'construction traffic may also access the Darley Road civil and tunnel site (C4) at Leichhardt via the westbound lanes of City West Link'.

Peter Jones from Sydney Motorway Corporation has advised that he is in the process of finalising an agreement with Sydney Ports which will enable him to stage trucks from a location on Glebe Island via James Craig Rd. The EIS should not have been released before this plan was finalised. Peter Jones has advised that he is only required to describe the 'worst case scenario' in the EIS, which is trucks arriving ad hoc via the eastbound lanes of City West Link. The EIS should describe what the proponent actually plans to do as well as the worst case scenario so that the impacts of all options being considered can be assessed and commented on.

It is not clear from the EIS how the alternative plan for the staged arrival of spoil trucks from Sydney Ports will be documented and how stakeholders will have an opportunity to assess its impacts. The EIS does not specifically state that this staged arrival plan will be documented in the CTAMP, the Ancillary Facilities Management Plan or the Preferred Infrastructure Report.

I object to the EIS on the grounds that it does not comply with the SEARS.

#### Construction vehicle safety impacts

I object to the EIS because the proposal in relation to the Darley Road civil and tunnel site (C4) at Leichhardt stated therein, that 'heavy vehicles associated with spoil haulage would travel eastbound on City West Link and turn right into Darley Road, Leichhardt' presents unacceptable safety and amenity impacts.

The corner of Darley Rd (actually James St) and the City West Link is a pedestrian zone for:

- Pupils of Orange Grove Public School who live in Leichhardt
- Students of Sydney Secondary College, Leichhardt Campus who alight at Leichhardt North light rail stop
- Students of other schools along the light rail who board at Leichhardt North light rail stop
- Commuters who board at Leichhardt North light rail stop
- Residents walking to Leichhardt Park Aquatic Centre and adjacent sporting facilities
- Residents walking to the Orange Grove markets on Saturdays

The proponents plan brings pedestrians and school children in particular directly into the path of spoil haulage trucks at an intersection found to be the third most dangerous according to Transport for NSW figures.

A further impact will be to discourage people from walking in this area leading to greater car use for local trips.

I object to the Darley Road civil and tunnel site (C4) at Leichhardt on the above grounds.

**Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001**

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|   |                   |                   |                |
|---|-------------------|-------------------|----------------|
| Name:   | GINA PROVESTI     |                   |                |
| Address:  | 191 NORTON STREET | Suburb LEICHHARDT | Post Code 2040 |
| Signature:  | Gina M. Provesti  |                   |                |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes/ <input type="radio"/> No |                   |                   |                |
| Declaration: I have not made any reportable political donations in the last 2 years.  |                   |                   |                |

**I object** to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Hours of operation

- I object** to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

The EIS states in 6.5.8 Darley Road civil and tunnel site (C4):

'Reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site. Local residents, businesses and the NSW EPA would be kept informed about works outside standard day time construction hours at the site.

The EIS allows for the possibility of spoil handling above ground 24 hours 7 days a week. The EIS fails to assess or explain the impacts of this on the residents in nearby streets. These impacts could include construction noise, light and heavy vehicles (other than spoil trucks), workers arriving for shifts and leaving after shifts. It is not clear to what extent the acoustic shed will contain noise. The Jim Holt report stated that the acoustic shed would not operate effectively due to its location on the site. It is not clear whether the proponent will mandate the contractor to employ the highest level of acoustic protection rather than what is feasible.

#### Noise impacts

- The resident's of Darley Rd, Francis, Hubert and Charles St have little acoustic protection against the noise of truck engines, exhaust and brakes and none is contemplated in the EIS.

**I object** to the Darley Road civil and tunnel site (C4) at Leichhardt because the truck noise impacts for residents will be too great for the extended period of construction involved and the Darley Road civil and tunnel site (C4) at Leichhardt should be rejected on this basis.

**Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001**

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                               |
|--|-------------------------------|
| Name: <i>GINA PRONESTI</i>   |                               |
| Address: <i>191 NORTON STREET</i><br>Post Code <i>2040</i>   | Suburb <i>LEICHHARDT</i>      |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / No |                               |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                               |
| Signed: <i>Gina M. Pronesti</i>  | Date <i>29 September 2017</i> |

### Impact of MOC1 on local area

I oppose the plan for a water treatment plant and an electrical substation to remain on the site of 7 Darley Rd Leichhardt after tunnel construction is complete.

This Motorway Operations Centre 1 (MOC1) is a completely inappropriate use of a site in a residential area with particular characteristics.

The character of Leichhardt is heavily influenced by the street pattern (predominantly north/south extending from Parramatta Road) and built form. The wide carriageways and regular street pattern combined with the topography and a predominance of single storey detached housing gives Leichhardt a more open character than that of Glebe or Annandale. The suburb is made up of several distinctive residential neighbourhoods including Excelsior Estate, Helsarmel, Piperston and West Leichhardt. The subject site is within the Helsarmel Distinctive Neighbourhood that is located on the northwest slope of the Leichhardt/Balmain ridge. The Helsarmel Distinctive Neighbourhood is predominated by low scale detached and semi-detached cottages that demonstrated a variety of architectural styles and building materials. Many of these dwellings are Federation or post-war styles, with scattered examples of Californian bungalows and workers cottages.

The desired future character as set out by Council is to maintain the character of the neighbourhood by keeping development complementary in architectural style, form and materials and preserve the low scale cottage character. The suburb profile allows for contemporary development that is complementary to the streetscape.

The MOC1 proposal for a tunnel water treatment plant and an electrical substation is inconsistent with the character of the neighbourhood. This is a residential neighbourhood and what is proposed will permanently degrade our neighbourhood. MOC1 will be a prominent and unwelcome eyesore.

**The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt and the proposed Motorway Operations Centre 1. The proponent should identify alternatives locations for water treatment and a substation including at the alternative dive site locations. The proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.**

Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001

Submission in relation to: Application Number - SSI 7485  
Application name - WestConnex M4-M5 Link

|  |                   |                                  |
|--|-------------------|----------------------------------|
| Name:  | GINA PRONESTI     |                                  |
| Address:   | 191 NORTON STREET | Suburb LEICHHARDT Post Code 2040 |
| Signature:   | Gina M. Pronesti. |                                  |
| Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No |                   |                                  |
| Declaration: I have not made any reportable political donations in the last 2 years.   |                   |                                  |

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

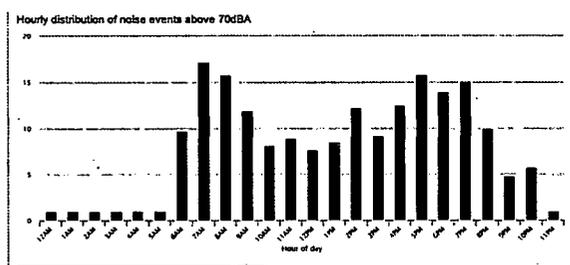
#### Cumulative impacts of aircraft noise and construction noise

- I object to the EIS because the proponent has failed to take account of the cumulative impact of its proposed Darley Road, Leichhardt civil and tunnel site operations and the aircraft noise which the residents near the site already endure.

The attached extract from Webtrak shows that Darley Road, Leichhardt and adjacent streets are directly under the flight path.



Airservices Australia reports that in April to June 2017 the number of average daily noise events over 70 dBA. In Leichhardt this is an average of 16- 17 per hour over the peak morning period and 16 per hour in the early evening peak period.



I object to the plan for a construction site on Darley Rd because this will mean an additional cumulative impact of spoil truck diesel engine, exhaust and potentially air brake noise every 4 minutes in peak hour based on number of truck movements per hour and in excess of every 4 minutes per hour in non peak permitted construction hours.

|  |   |
|--|---|
| Submission from:   | Submission to:  |
| Name: <u>WAYNE WILLOS</u>  | Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001 |
| Signature: <u>WLWillos</u>   | Attn: 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 last 2 years. | Application Number: SSI 7485 Application  |
| Address: <u>7 / 77 Hawthorne Pde</u>   | Application Name: WestConnex M4-M5 Link   |
| Suburb: <u>HABERFIELD</u> Postcode: <u>20</u>  |   |

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application # SSI 7485, for the following reasons, and ask that the Minister reject the application.

- ✚ There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.
- ✚ I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
- ✚ EIS 6.1 (Synthesis, Page 45) describes the Process for addressing project uncertainties. *"The EIS is based on the concept design developed for the project. As such, it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in Chapter 1, construction contractors (for each stage of the project) would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval"*. The EIS should not be approved till the bulk of these 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment.
- ✚ I object to the publication of this EIS only 14 days after the final date for submission of comments on the concept design. At the time this EIS was approved for publication, there had been no public response to the public submissions on the design. It was not possible that the community's feedback was considered let alone assessed before the EIS model was finalised. The rushed process exposes the fundamental lack of integrity in the feedback process and treats the community with contempt.
- ✚ Stage 3 is the most complex and expensive stage of WestConnex, yet there are no detailed construction plans. It is not enough to say there will be mitigation if negative impacts unfold. An EIS should assess risks and be able to predict whether they are worth risking and if so, what mitigation should be necessary.
- ✚ The assessment and solution to potentially serious problems described in the EIS at 12-57 (where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs) is *"based on assumptions about the strength and stiffness of the water tunnels given that limited information about the design and condition of these assets was available. Detailed surveys should be undertaken to verify the levels and condition of these Sydney Water assets. A detailed assessment would be carried out in consultation with Sydney Water to demonstrate that construction of the M4-M5 Link tunnels would have negligible adverse settlement or vibration impacts on these tunnels. A settlement monitoring program would also be implemented during construction to validate or reassess the predictions should it be required."* The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- ✚ SMC have made it all but impossible for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. Monday and Wednesday: 10am to 7pm. Tuesday: 10am to 6pm. Thursday and Friday: 10am to 5pm. Saturday and Sunday: 11am to 4pm. This restricted access does NOT constitute open and fair community engagement.
- ✚ Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware and Enmore Roads and through the streets of Erskineville and Alexandria.
- ✚ The EIS at 12-57 describes potentially serious problems where mainline tunnels alignment crosses key Sydney Water utility services that service Sydney's eastern and southern suburbs. Why is SMC proposing tunnelling within metres of these critical services when no accurate surveying has been done? And when there is only limited information available about the strength of these water tunnels? The community can have no confidence in the EIS proposals that are incomplete and possibly negligent. The EIS proposals and application should not be approved till these issues are definitively resolved and publicly published.
- ✚ Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects?

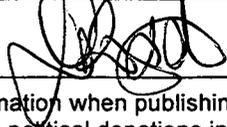
**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

|   |   |
|---|---|
| <p>Attention Director<br/>Application Number: SSI 7485</p> <p>Infrastructure Projects, Planning Services,<br/>Department of Planning and Environment<br/>GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name:<br/>WestConnex M4-M5 Link</p> | <p>Name: <u>Lorley BARR</u></p> <p>Signature: <u>L.A Barr</u></p> <p>Please <u>include</u> my personal information when publishing this submission to your website.<br/><u>I HAVE NOT</u> made reportable political donations in the last 2 years.</p> <p>Address: <u>5746 St Georges Cres</u></p> <p>Suburb: <u>Drummoyne</u> Postcode <u>2047</u></p> |
|---|---|

**I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.**

- ✦ I strongly object to the WestConnex M4-M5 Link for a multitude of reasons, including :
  - It is a toll road project made for big business, searching for a rationale.
  - It fails to meet the primary objectives of providing a direct motorway connection between Western Sydney and Sydney Airport and Port.
  - The Environmental Impact Statement does not safeguard communities. Government is seeking planning approval to sell the project to the private sector and discharging its responsibility and control for the delivery of the project.
  - There is a lack of strategic justification for the project, No feasible alternatives have been developed or assessed.
  - There will be major impacts on the Anzac Bridge (projected 60% increase in daily traffic) and Sydney City Centre. The EIS forecasts major impacts on bus travel time and reliability.
  - The EIS does not adequately account for impacts on health and air quality. The EIS identifies an additional 5 unfiltered ventilation stacks to be constructed in inner Sydney. In addition local surface roads will be widened and traffic volumes will increase.
  - Lack of alignment with the NSW Government's priorities and policies
  - Major impacts on the community
  - Legacy Impacts and worsening intergenerational equity
  - Other global cities are investing in fast and efficient public transport that truly connects homes and jobs, supports the decentralisation of commercial investment and develops a resilient and equitable city for future generations.
  
- ✦ At the Rozelle Rail Yards site there will be 2 entry/exits for Heavy vehicles off the City West Link. Extra traffic controls are to be set up with extra sequences of traffic light controls to enable spoil trucks to access and exit this site. It is stated there will be 517 Heavy Truck movements as day of which 46 will be in Peak hours, plus 10 truck movements from the Crescent site. Maps showing the truck movements show that all these trucks will use the City West link. Similar maps for Darley Rd dive site also show trucks from there using the City West Link. At a consultation with a Westconnex staff member it was stated that trucks removing spoil from Camperdown dive site would be stationed and called up from James Craig Rd, so there will also be a constant movement of trucks from this location onto the City West Link. The EIS states the cumulative effect of truck movements from all sites onto the City West Link will be 700 one way Heavy truck movements a day and of that 208 will be in Peak hours. This will cause total gridlock. The EIS says other routes maybe considered; there are no details of these. This is unacceptable as it would allow a privately owned SMC to make whatever decisions they saw fit when and if the EIS is approved with no input from the community allowed.

|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: Tara Dadds  |
|   | Address: 83A Bedford St   |
| Application Number: SSI 7485  | Suburb: Newtown Postcode 2042   |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <del>include</del> delete (cross out or circle) my personal information when publishing this submission to your website<br>Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |   |

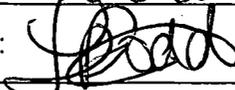
I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS M4/M5 Application, for the following reasons:

1. The business case for the project across the 3 stages failed to measure or account for the cost of any external impacts of this massive toll road project. This includes the impact of air pollution on human and environmental health; adding fossil fuel emissions thus contributing to global warming effects; and in the economic and social costs of the disruption to human activities, of displacement of people and businesses and of the destruction of community cohesion and amenity. These external costs far outweigh any benefits from building roads which poorly serve people's transport needs but instead enrich private corporations.
2. Deciding to build a three-stage tollway of the scale and complexity proposed and that has never been built before is placing the community at great risk and at the same time risking billions of public monies and resources. I strongly object to that fact that this risk has never been subjected to democratic decision-making despite being opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
3. The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1000s more per day onto the roads to the Airport which are already at capacity.
4. This EIS has been released only 14 days after submission of comments on the concept design closed and a report released after the EIS. It seems impossible that the community comments could have been reviewed, assessed and responses to be incorporated into the EIS in this time. This raises serious questions about the integrity of the entire EIS process.
5. I have strong objections to proceeding in the face of the unknown hazard associated with two different tunnelling operations taking place in close time and location - the tunnelling for the M4-M5 link and the proposed Sydney Metro tunnelling in the same area - Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond. The impact of this combined tunnelling is an unknown hazard to the soundness of the residences and buildings above, many of them very old and heritage listed. This is a serious community safety issue and residents who do experience damage will be caught between 2 separate contractors for repairs and compensation. No approval should be given
6. Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware Rd and Enmore Rd and though the streets of Erskineville and Alexandria. The increasing numbers of vehicles will mean more vehicle pollution in the area (known to have adverse effects on breathing and also to be carcinogenic).
7. The additional unfiltered exhaust stack on the north-west corner of the St Peters Interchange will increase the vehicle pollution in an area where the prevailing south and north-westerly winds sends that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south-western and north-western corners of the Interchange. This impact is both dangerous and unacceptable.

The people living near St Peters Interchange neither asked for nor want the whole WestConnex project which will not contribute to the provision of long-term sustainable transport to meet the community needs. At the same time, we will have to live and work with the impact of multiple years of construction, heavy vehicle traffic, noise and pollution, and local disruption possible damage to homes and business premises. I call on the Minister for Planning to reject this project and demand that the government re-think the transport planning for the whole metropolitan area.

**Campaign Mailing Lists:** I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name \_\_\_\_\_; Email: \_\_\_\_\_; Mobile: \_\_\_\_\_

|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: Tara Dodds  |
|   | Address: 83A Bedford St   |
| Application Number: SSI 7485  | Suburb: Newtown Postcode 2042   |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website<br>Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |   |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS M4/M5 Application, for the following reasons:

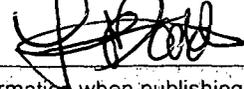
1. The community has never been consulted or asked about the decision to build a three-stage tollway instead of expanding public transport and WestConnex has never been subjected to democratic decision-making and in fact has been opposed by a huge majority of submissions received in response to the Environmental Impact Statements for the first two stages.
2. I object to the issue of this EIS only 14 days after submission of comments on the concept design closed. Thousands of comments were submitted on the design and how could these have been considered for the EIS in the available. This raises questions about the integrity of the entire EIS process.
3. The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 or 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1000s more per day onto the roads to the Airport which are already at capacity.
4. The business case for the project in all three stages has failed to taken into account the external costs of these massive road projects in air pollution for human and environmental health, in adding fossil fuel emissions to increase global warming effects, and in the economic and social costs of the disruption to human activities, of displacement of people and businesses and of the destruction of community cohesion and amenity. These external costs far outweigh any benefits from building roads which poorly serve people's transport needs but instead enrich private corporations.
5. The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters Interchange will have a heavy disruptive impact on the local transport routes, whether by vehicle, bus, or active transport (walking and cycling).
6. Given the high cost of the tolls and their anticipated annual increase it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware and Enmore Roads and though the streets of Erskineville and Alexandria.
7. The increasing numbers of vehicles will also increase the vehicle pollution (known to have adverse effects on breathing and also to be carcinogenic) in this area.
8. The additional unfiltered exhaust stack on the north-west corner of the interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south-western and north-western corners of the interchange. This is utterly unacceptable.
9. The impact of the deep tunnelling for the M4-M5 link - in addition to the tunnelling for the new Sydney Metro in the same area - in the Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings above, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because either contractor will no doubt blame the other.

The people living in this region neither asked for nor want the whole WestConnex project which will not serve the needs of this population but who will nonetheless have to live and work with the impact of multiple years of construction, heavy vehicle traffic, noise and pollution, and local disruption and probable damage to their houses or business premises with compensation only a dim prospect.

I call on the Minister for Planning to reject this project and demand that the government re-think the transport planning for the whole metropolitan area.

**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<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001   | Name: <u>Tara Dodds</u>   |
|  | Address: <u>88A Bedford St</u>  |
| Application Number: SSI 7485   | Suburb: <u>Newtown</u> Postcode <u>2042</u>   |
| Application Name: WestConnex M4-M5 Link  | Signature:  |
| Please <del>include</del> delete (cross out or circle) my personal information when publishing this submission to your website<br>Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years |   |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS M4/M5 application, for the following reasons:

1. There is great concern in the community that King Street, Newtown, will become a 24-hour clearway. The EIS at 7-41 acknowledges that, and states "Roads and Maritime has no plan to change the existing clearways on King Street". This statement is **deliberately misleading** as it infers that SMC has the authority to establish Clearways on regional roads. *Roads and Maritime* have the unfettered right to declare Clearways wherever and whenever they wish, and RMS has **NEVER** stated publicly that King Street will not be subject to extended clearways.
2. The EIS uses maps indicating alignment of the mainline tunnels. It is only when you get to EIS 12-57 (Sydney Water Tunnels) that it becomes clear that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are only 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.
3. The EIS refers to concerns that were raised by the community that the route of tunnels in Newtown appeared to go to the east of King Street, an area that had had no geotech testing (see at 7-51) SMC staff indicated at Community information sessions that the maps included in the Concept Design were broad and indicative only, and that further details would be available in the EIS. The details in the just released EIS indicate both sides of King St but as it is only indicative how is it possible to comment on the likely impacts. This seriously casts doubt over the integrity of the entire EIS process.
4. I strongly object to the way the EIS treats "uncertainties". EIS 6.1 (Synthesis, Page 45) describes the process re project uncertainties. *"The EIS is based on the concept design developed for the project. ... it is to be expected that some uncertainties exist that will need to be resolved during detailed design and construction and operational planning. As described in Chapter 1, construction contractors ... would be engaged during detailed design to provide greater certainty on the exact locations of temporary and permanent facilities and infrastructure as well as the construction methodology to be adopted. This may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval"*. Given this I strongly object to the approval of this EIS until critical 'uncertainties' have been fully researched and the results (and any changes) published for public comment.
5. At 7-25 the EIS does not mention the many hundreds of extended written submissions that were lodged in late July and early August. These critical 'community engagement' feedback submissions have clearly not been considered in the preparation of the EIS. This casts doubt over the integrity of the entire EIS process.
6. It all very difficult for the community to access hard copies of the EIS outside normal working and business hours. The Newtown Library only has one copy of the EIS, and has extremely limited opening hours. This restricted access does NOT constitute open and fair community engagement.
7. This EIS contains **no meaningful** design and construction details and no parameters as to how broad changes and therefore impacts could be. It therefore fails to allow the community to be informed about and comment on the project impacts in a meaningful way.

I call on the Minister for Planning to reject this project and demand that the government re-think the transport planning for the whole metropolitan area taking into account long term sustainability over short-term private profit.

**Campaign Mailing Lists:** I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

Name: \_\_\_\_\_; Email: \_\_\_\_\_; Mobile \_\_\_\_\_

|   |   |
|---|---|
| Attention Director<br>Infrastructure Projects, Planning Services,<br>Department of Planning and Environment<br>GPO Box 39, Sydney, NSW, 2001  | Name: Tara Dodds  |
|   | Address: 83A Bedford St   |
| Application Number: SSI 7485  | Suburb: Newtown Postcode 2042   |
| Application Name: WestConnex M4-M5 Link   | Signature:  |
| Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website<br>Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years. |   |

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS M4/M5 Application, for the following reasons:

1. The process that has led to this EIS has been undemocratic and obscure, driven by decisions made behind closed doors.
2. Hundreds of risks associated with this project have not been assessed but have instead been deferred to a detailed design stage into which the public will have no input. I call on the Department of Planning to reject this inadequate EIS that has been prepared by AECOM, which has multiple commercial interests in WestConnex.
3. I am appalled that the Sydney Motorway Corporation could seek approval to build complex interchanges under the suburbs of Rozelle and Leichhardt on the basis of an EIS that is based on a concept design rather than detailed proposal that includes engineering plans.
4. There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.
5. The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city.
6. I object to the publication of this EIS only 14 days after the final date for submission of comments on the concept design. At the time this EIS was approved for publication, there had been no public response to the public submissions on the design. It was not possible that the community's feedback was considered let alone assessed before the EIS model was finalised. The rushed process exposes the fundamental lack of integrity in the feedback process and treats the community with contempt.
7. The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters, Haberfield and Rozelle Interchanges will disrupt local transport networks including bus and active transport (walking and cycling).
8. I oppose the destruction of any more of Sydney's heritage for WestCONnex. I am appalled that Sydney Motorway Corporation is seeking approval to tunnel under hundreds of highly valued heritage buildings in Newtown without any serious assessment of risk at all. This heritage belongs to all of Sydney.
9. It is quite clear that the escalating cost of tolls will encourage drivers to avoid tollways. This will further pollute and congest local roads. Such impact is already evident on Parramatta Rd usage after the new M4 tolls were introduced. The community expects similar impacts on roads around the St Peters interchange, including the Princes Highway, King St, Enmore and Edgeware Roads and though streets of Alexandria and Erskineville. The EIS Traffic analysis fails to deal with this issue of traffic beyond the boundaries of the project and should be rejected.
10. I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
11. Increased traffic congestion in areas around portals will increase pollution along roadsides, with predicted adverse impacts on breathing and through long-term carcinogenic effects. The maps and analysis of the pollution effects in the EIS should be presented in a way that enables them to be understood by ordinary citizens. Instead information is presented in a way that is deliberately obscure and hard to interpret.
12. Unfiltered stacks anywhere in Sydney are not unacceptable. An extra exhaust stack on the NW corner of the St Peters interchange will increase pollution in an area where the prevailing winds will spread emissions over residences, schools and sports fields. St Peters Primary School will be at the apex of a triangle between the two exhaust stacks on the SW and NW corners of the interchange.
13. The impact of the deep tunnelling for the M4-M5 link – in addition to the tunnelling for the new Sydney Metro in the same area – in Tempe, Sydenham, St Peters and Newtown -is an unknown hazard to buildings. Residents have found it hard enough to get compensation for damage done to buildings by Stage One and Two. Two different tunnelling operations taking place at such proximity will further increase difficulty because private contractors will blame the other project.

In this submission I have only been able to include some of my objections to this EIS. We have already witnessed the destruction of tracts of Haberfield and St Peters. It is time to consider this entire project before more damage is done.

**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: \_\_\_\_\_