

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: C. CROWLEY
	Address: 281 BELMONT ST
Application Number: SSI 7485	Suburb: ALEXANDRIA Postcode 2015
Application Name: WestConnex M4-M5 Link	Signature: <i>C. Crowley</i>
Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.	

I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the 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

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Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: C. CROWLEY
	Address: 281 BELMONT ST
Application Number: SSI 7485	Suburb: ALEXANDRIA Postcode 2015
Application Name: WestConnex M4-M5 Link	Signature: 
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I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS 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.

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Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>GRAHAM MCCOMBS</u>
	Address: <u>3/105 ELLIOTT ST</u>
Application Number: SSI 7485	Suburb: <u>SALMAN</u> Postcode <u>2041</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>
Please INCLUDE my personal information when publishing this submission to your website Declaration: I HAVE NOT made any reportable political donations in the last 2 years.	

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

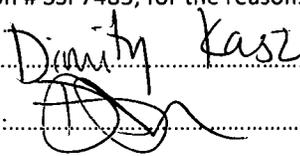
- 1. Acquisition and demolition of Dan Murphys** – I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration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

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Name _____ Email _____ Mobile _____

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

Name: Dimitry Kasz

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: 286 Bridge Rd

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

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

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Name _____ Email _____ Mobile _____

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <i>Jo Williams</i>
	Address: <i>85 Yelverton St</i>
Application Number: SSI 7485	Suburb: <i>SUDENHAM</i> Postcode <i>2044</i>
Application Name: WestConnex M4-M5 Link	Signature: <i>Jo Williams</i>
Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website Declaration: I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.	

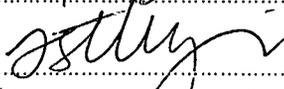
I object to the whole of the WestConnex Project, and the specific WestConnex M4-M5 Link proposals as contained in the EIS M4/M5 application, for the following reasons:

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

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

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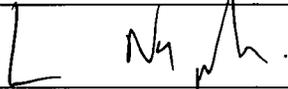
<p>Attention Director Application Number: SSI 7485</p> <p>Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p>	<p>Name: <u>DARCY SMURBINGS</u></p> <p>Signature: <u></u></p> <p>Please include / delete (cross out or circle) my personal information when publishing this submission to your website. I <u>HAVE NOT</u> made reportable political donations in the last 2 years.</p> <p>Address: <u>3/466 WILSON ST</u></p> <p>Suburb: <u>DARLINGTON</u> Postcode <u>NSW</u></p>
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I object to the WestConnex M4-M5 Link proposals for the following reasons:

- OS*
- 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?
- OS*
- 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.
- OS*
- 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.
- OS*
- 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.
- OS*
- 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.
- OS*
- 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.
- OS*
- 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.
- OS*
- 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.
- OS*
- j. The impact of the deep tunnelling for the M4-M5 link - in addition to the tunnelling for the new Sydney Metro in the same area - in the Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings above, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because either contractor will no doubt blame the other. The increasing numbers of vehicles will also increase the vehicle pollution (known to have adverse effects on breathing and also to be carcinogenic) in this area.

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

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

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

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Name _____ Email _____ Mobile _____

Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: Thomas Sherrin Signature: 
Attention: Director – Transport Assessments	Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years.
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: 1231 King St 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

- ❖ 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 _____

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

Name: Louise Stee

Signature: [Handwritten Signature]

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

Address: 12 Melton St

Suburb: Stanmore Postcode: 2048

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- ✓ 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)

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Name _____ Email _____ Mobile _____

Kel Eggins

kelegg@optusnet.com.au

9 Stokes Ave

Asquith NSW 2077 Australia

Your view on the application: I object to it

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

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

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

Extra comments

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

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

Yours sincerely,

Kel Eggins

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>Wayne Shepherd</i>	
Address: <i>53 Boyce St</i>	Suburb <i>Lybelle</i>
Post Code <i>2027</i>	
Please include my personal information when publishing this submission to your website Yes / <u>No</u>	
Declaration: I have not made any reportable political donations in the last 2 years.	
Signed: <i>Wayne Shepherd</i>	Date <i>26-9-17</i>

- **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.

From: [REDACTED] <campaigns@good.do>
Sent: Sunday, 15 October 2017 9:59 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 would like to strongly voice my objection to the WESTCONNEX project on the basis of the following factors, which represent rational and logical responses to deficits in the proposal.

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

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

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

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

With four unfiltered emissions stacks in Rozelle, two in Haberfield (one each for the M4East and New M5) and two in St Peters, along with a large number of exit portals, residents of these area will suffer greatly from direct exposure to poisonous diesel particulates.

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

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

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

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I object to the 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, [REDACTED]

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

Please reply to [REDACTED]

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

From: [REDACTED] <campaigns@good.do>
Sent: Sunday, 15 October 2017 5:49 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

The impact to the local from a pollution, environment and noise level hasn't been considered. This is evident alone on where the tunnels are coming up around the iron cove bridge. Unfiltered stacks and lack of discussion around public transport make me think that we are stuck in the 1980's – let's be a progressive country.

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.

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Please reply to [REDACTED]

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From: [REDACTED] <campaigns@good.do>
Sent: Sunday, 15 October 2017 10:00 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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From: [REDACTED] <campaigns@good.do>
Sent: Sunday, 15 October 2017 5:54 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools and the homes would be near such unfiltered stacks. Opposite the proposed stacks, there are more than 50 children that live in the streets off Victoria Road who will go to school and live with the pollution emitted daily. Unfiltered stacks should be illegal.

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

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Sent: Sunday, 15 October 2017 9:59 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

Particularly when you and other members of your government will not have them in your electorates.

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

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City west link is already a car park all hours of most days. The tunnel needs to go past haberfield in its entirety and city west link needs to be decommissioned.

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As a resident of the Inner West I am very concerned about how my local area will be affected by unfiltered smoke stacks

Yours sincerely, [REDACTED]

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From: [REDACTED] <campaigns@good.do>
Sent: Sunday, 15 October 2017 4:58 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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Sent: Sunday, 15 October 2017 5:47 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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Sent: Sunday, 15 October 2017 7:30 PM
To: DPE CSE Information Planning Mailbox
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From: [REDACTED] <campaigns@good.do>
Sent: Sunday, 15 October 2017 7:23 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.

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Let's promote more public transport as a viable alternative to more roads.

Yours sincerely, [REDACTED]

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Sent: Sunday, 15 October 2017 6:39 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.

As someone who lives in the inner west and watched the destruction project has already done. 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.

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From: [REDACTED] <campaigns@good.do>
Sent: Sunday, 15 October 2017 9:51 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.

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Sent: Sunday, 15 October 2017 7:04 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.

This project is a disaster for transport. It will increase car trips and car dependence at a time when we need to reduce it due to air pollution, climate change and basic functioning of a city where people live.

The motorway is like a tax on people who live in the west and in outer Sydney areas. In the city we have excellent public transport and do not need to drive. This design is unfair to those who must use it. All the money goes to private entities. It is against the public interest.

100 schools will directly breath carcinogens from the motorway. This motorway is unconscionable. Future generations will condemn it.

This funding is needed for overcrowded public transport. All experts say we are under investing in public transport, which is the real solution to mobility, not extra car trips.

This connection is a real money pit that will set back transport for decades.

The EIS is full of errors.

A tram would be cheaper and carry more people.

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

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To: DPE CSE Information Planning Mailbox
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From: [REDACTED] <campaigns@good.do>
Sent: Sunday, 15 October 2017 6:39 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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Sent: Sunday, 15 October 2017 10:19 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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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

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

'High' risks of further contamination and landfill gas and leachate has also been identified in proposed Stage 3 works at Campbell Road civil and tunnel site (C10) at St Peters

The EIS notes that the "remediation and management of the site is being undertaken as part of the construction of the St Peters interchange for the New M5 project." The EIS fails to note the enormous difficulty that NSW Environment Protection Authority has had in trying to ensure that SMC's contractors comply with the EPA license granted as part of the Stage 2 approval process or the fact that SMC have already been fined for breaches. The CEO of the EPA, Mr Buffier wrote to the WestConnex Action Group stating that due to the Planning Act Critical infrastructure Provisions, the EPA cannot prohibit work on the site. This is a huge issue for the community and cannot be ignored in the course of the consideration of this EIS. It is intolerable that the NSW government should identify high risk to community health from some unknown future contractors without knowing that it could prevent damage resulting from those risks.

As has been shown during Stage 2 works in St Peters, the EPA simply does not have the staff or resources to monitor whether contamination occurs. During 2017, St Peters residents experienced and documented ongoing uncontrolled sickening odours that seriously impacted on the quality of life of thousands of residents and in the case of some individuals, affected their physical health as well. When severe problems with odours occurred, SMC initially batted them away – only after a large number of complaints, did the EPA take action to strengthen licence requirements. Even then odours from landfill continued for several months. Residents have been told that the odours may reoccur over the next few months.

This EIS states that there is a high risk that further excavation activities at St Peters could cause dust and odour risks to WestConnex workers as well as 'surrounding land users' which includes residents, other workers and users of Sydney Park. Risks to local soil and water quality are also identified. To expose a residential community that will have already suffered severe impacts from construction for three years to further high risks of continuing impacts for an additional three years is simply unacceptable.

The notion that this open ended and uncertain proposal could be approved without the EPA being able to stop work, is alarming and distressing to residents across the project. No further licences should be granted for this or any other project in circumstances in which the EPA cannot prohibit work.

Note: For more on the St Peters situation and extracts from the letter from EPA CEO Mr Buffier go to: http://www.westconnexactiongroup.org.au/official-westconnex-allowed-to-override-environmental_laws (Accessed October 2017).

Rozelle and Annandale Risks

The proposed Rozelle civil and tunnel site (C5) at Rozelle and the Crescent Site at Annandale both have severe contamination issues which are rated as High Risk.

Soils at the proposed Rozelle civil and tunnel site have been found to include lead, arsenic, cadmium and zinc exceeding the criteria for open space and commercial/industrial. It is acknowledged in the technical report to the EIS

that such contamination could impact on the community. This could occur during the removal of vegetation, ballast stockpile and excavated soil. It could also occur as a result of dewatering and potential contamination of groundwater.

There is also a risk from overland flow and storm water runoff, that could affect the water quality of Easton Park drain, Whites Creek and Rozelle Bay. This endangers the ecological health of the area through potential contamination via overland flow and stormwater runoff which would affect the water quality of the Easton Park drain, Whites Creek and ultimately Rozelle Bay. Acid sulphate soils have been identified which could impact on local soil and water quality. Contamination of groundwater is known to be present, widespread and likely to be exposed. (See Table 16-6) The risk is assessed as 'High'.

To approve such a plan on the basis of a vague and uncertain concept plan and to leave the supply of detailed information to a post -approval stage would be highly irresponsible and cause huge anxiety and alarm in the community.

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

Yours sincerely, [REDACTED]

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From: [REDACTED] <campaigns@good.do>
Sent: Sunday, 15 October 2017 10:07 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.

Thank you for considering my strong objection to this development proposal.

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.

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

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With four unfiltered emissions stacks in Rozelle, two in Haberfield (one each for the M4East and New M5) and two in St Peters, along with a large number of exit portals, residents of these area will suffer greatly from direct exposure to poisonous diesel particulates.

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

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

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

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

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

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

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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.

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Sent: Sunday, 15 October 2017 5:38 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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In researching the history of expressway projects in New South Wales, it was interesting to find that as early as 1957, Denis Winston, a Professor of Town and Country Planning at Sydney University described the then impending expressway project as 'expensive,' 'difficult,' and 'laborious to carry out,' and having much room for improvement in general.¹ These historical assertions could have easily been written today about the WestConnex.

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.

Best Regards, [REDACTED]

1. Denis Winston, Sydney's Great Experiment: The Progress of the Cumberland County Plan (Sydney: Angus and Robertson, 1957), 79.

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will be built near any school.” in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

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

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

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

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

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.

THIS IS A HEALTH RISK!! DON'T YOU CARE??

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

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

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED]

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

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

application number SSI 7485 – WestConnex M4-M5 Link

I am writing in response to the EIS for the M4-M5 WestConnex Link. I strongly oppose the project. Specifically, I oppose:

Lack of filtration and visual impact of the ventilation stacks: It is unacceptable to propose unfiltered stacks for the Rozelle Rail Yards and Victoria Road near Terry Street (and indeed for the entire WestConnex project) given the lack of data on the cumulative impacts on air quality and proximity of these stacks to homes, schools, preschools and aged care facilities. All ventilation facilities must be fully filtered and have real-time monitoring. This is critical given Rozelle is already one of Sydney's most polluted areas. The cumulative impact of increased air pollution from general traffic and the White Bay Cruise Ship terminal including carcinogenic particulates would create significant and life threatening health conditions for our community.

Devastating impact of construction: we have significant concerns including with regard to noise, dust, traffic and parking around all construction sites and the lack of respite for residents. Appropriate respite periods must be provided and construction should be limited to 7am-7pm to enable residents to sleep.

Construction and operational traffic around the Rozelle interchange: this will seriously impact residential amenity, pedestrian and cycle safety and the ability of residents to park.

The significant increase of traffic on Anzac Bridge and The Crescent: Anzac Bridge and The Crescent are already at capacity.

Need to ensure on-going access to King George Park at all times during any construction and operation of the M4-M5 Iron Cove link

I am also concerned about:



More need for trains & trams
and public transport! Less traffic!

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

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

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

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

Air pollution caused by the ventilation shafts

WestConnex plans unfiltered tunnel ventilation shafts of undetermined heights: one approximately 200m northwest and three others about 600m south of the School. There is not enough detail or evidence of analysis at the moment to enable me to determine the impact to the children at the School. Please provide the following:

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

Impacts of construction

Four to five years of construction works is planned, including work at Wellington Street which is adjacent to the School, constructing the Iron Cove Link tunnel portals on Victoria Road about 250m from the School, with tunnelling work (and activities to support tunnelling) scheduled for 24 hours a day, seven days a week.

I am very concerned that this will mean our children (as well as local residents) will be negatively impacted in some way by worsened air quality, loud noise and untenable vibration during this time - potentially the rest of their entire primary school education - during the entire time that our children are present on school grounds or at home and for a significant part of their lives.

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

- Minimise the short-term and long-term impact of construction children's physical and mental health, brain development, stress levels, sleep and naps, and the impact on those with pre-existing lung and heart conditions,

Impacts to physical and mental health after construction

- Identify and mitigate all short-term and long-term impacts of prolonged exposure to all known air pollutants associated with traffic on sensitive receptors as those identified in Appendix K figure 6-4 are insufficient.

Road user and pedestrian safety during construction and operation

There isn't enough traffic management detail to ensure the safety for the children at the School both during construction and operation. Please provide the following:

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

Other major concerns I have include:

POLLUTION
CHILD SAFETY
INCREASED TRAFFIC

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

Yours Sincerely,

Signature:

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

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

Name: LOUISE ARCHER

Address: 64 CURTIS RD BALMAIN

Email: louise.archer@xtra.co.nz

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

application number SSI 7485 – WestConnex M4-M5 Link

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Devastating impact of construction: we have significant concerns including with regard to noise, dust, traffic and parking around all construction sites and the lack of respite for residents. Appropriate respite periods must be provided and construction should be limited to 7am-7pm to enable residents to sleep.

Construction and operational traffic around the Rozelle interchange: this will seriously impact residential amenity, pedestrian and cycle safety and the ability of residents to park.

The significant increase of traffic on Anzac Bridge and The Crescent: Anzac Bridge and The Crescent are already at capacity.

Need to ensure on-going access to King George Park at all times during any construction and operation of the M4-M5 Iron Cove link

I am also concerned about:

POLLUTION

LOUISE ARRETER
64 CURTIS RD
BALMAIN 2041

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

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I am also concerned about:

*increased traffic, funds better spent
on public transport.*



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

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

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

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Impacts to physical and mental health after construction

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

Other major concerns I have include:

IMPACT ON AIR QUALITY FOR PEOPLE WITH
RESPIRATORY ILLNESSES

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

Yours Sincerely, JOHN R NIELSEN

Signature: 

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

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

Name: JOHN R NIELSEN

Address: 12 / 79 GLASSOP ST BALMAIN

Email: BAMMERBAY@GMAIL.COM

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

application number SSI 7485 – WestConnex M4-M5 Link

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The significant increase of traffic on Anzac Bridge and The Crescent: Anzac Bridge and The Crescent are already at capacity.

Need to ensure on-going access to King George Park at all times during any construction and operation of the M4-M5 Iron Cove link

I am also concerned about:

Rozelle interchanges is an after-thought of Drumeau Gays. Spend the money on connection to Botany port. Then it might be useful. Unfiltered exhaust stacks are a crime against the communities of humans, children and nature wildlife.

Ken Bording.

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

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I am also concerned about:

Air pollution dust noise

AA Byrnes

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Department of Planning and Environment
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Need to ensure on-going access to King George Park at all times during any construction and operation of the M4-M5 Iron Cove link

I am also concerned about:

Impact of tunnelling on my home

Paul Perry

31 Alfred St Rozelle

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

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

- The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts.
- The EIS 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 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.
- 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.

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

Heritage impacts:

- (2) The project directly affects five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction. (Executive Summary xviii)

Property acquisition support service:

- (3) 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:

- (4) 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:

- (5) 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)

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Name:..... [REDACTED]	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
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I submit my objection to the WestConnex M4-M5 Link as contained in the EIS application # SSI 7485, for the following reasons, **and ask that the Minister reject the application and require preparation of a genuine, not indicative, EIS**

- The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. This is because the EIS states 'the detail of the design and construction approach is indicative only' and is subject to 'detailed design and construction planning to be undertaken by the successful contractors.'
- The EIS 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.
- 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 indicates that residents will be subjected to severe noise impacts for up to 4 months, caused by the long-term construction work proposed for this site which includes 8 weeks to demolish buildings, followed by 6 weeks to establish construction facilities, with pavement and infrastructure works required (EIS, 10-112) The EIS contains limited mitigation proposed to manage such impacts.
- 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.
- 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 possible to limit the use of the road profiler. This represents an inadequate response to managing these severe noise impacts for residents.

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

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

- i. 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.

Property acquisitions:

- ii. 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:

- iii. 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):

- 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.

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Address: [REDACTED]	Application Name: WestConnex M4-M5 Link
Suburb: .. [REDACTED] .. Postcode... [REDACTED]	

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

- 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.
- The EIS states that residents will likely be subject to cumulative construction impacts as several tunnelling works activities may operate simultaneously (10-119, EIS) No mitigation steps are proposed to ease this impact on those affected.
- The EIS indicates that a large number of residents will be affected by construction noise caused by demolition and pavement and infrastructure works. This includes use of a rock breaker and concrete saw. During all periods of construction, there will be noise impacts from construction of site car parking and deliveries and pavement and infrastructure works. No proper mitigation measures are proposed to protect residents from these impacts (10-118, EIS) The EIS admits that three residents and two businesses will be subject to noise impacts above acceptable levels for 16 days (10-119, EIS) No detail is provided as to whether alternative accommodation will be offered or other compensation. The EIS should not be approved without details of the proposed mitigation and/or compensation to be paid to residents.
- The EIS also acknowledges that the use of a rock-breaker at the outer extents of the project footprint will affect 73 residences, with five heritage items identified as having the potential to be within the 'minimum safe working distance'. While some mitigation 'considered', it is not mandated and the requirement to mitigate is limited to 'where feasible and reasonable'. The mitigation proposed seems in any event to comprise letterboxing residents about the likely impacts! The protection of heritage items should be mandated, not just considered and there should be a strict requirement to protect such heritage items.
- The EIS acknowledges the noise and vibration impacts and the need for work to occur outside of standard daytime construction hours. It simply states that 'the specific management strategy for addressing potential impacts associated with ground-borne noise...would be documented in the OOHW protocol. This is inadequate as the community have no opportunity to comment on the OOHW protocol or the management of the ongoing impacts to which they will be subjected.

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

Ambient air quality:

I. 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.

IRON COVE AREA:

II. 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)

Worker car parking – Leichhardt;

III. 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:

IV. We 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.

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

Noise impacts - Camperdown

- a) The EIS indicates that a large number of residents will be affected by construction noise caused by demolition and pavement and infrastructure works. This includes use of a rock breaker and concrete saw. During all periods of construction, there will be noise impacts from construction of site car parking and deliveries and pavement and infrastructure works. No proper mitigation measures are proposed to protect residents from these impacts (10-118, EIS) The EIS admits that three residents and two businesses will be subject to noise impacts above acceptable levels for 16 days (10-119, EIS) No detail is provided as to whether alternative accommodation will be offered or other compensation. The EIS should not be approved without details of the proposed mitigation and/or compensation to be paid to residents.

Heritage items - Camperdown.

- b) The EIS also acknowledges that the use of a rock-breaker at the outer extents of the project footprint will affect 73 residences, with five heritage items identified as having the potential to be within the 'minimum safe working distance'. While some mitigation 'considered', it is not mandated and the requirement to mitigate is limited to 'where feasible and reasonable'. The mitigation proposed seems in any event to comprise letterboxing residents about the likely impacts! The protection of heritage items should be mandated, not just considered and there should be a strict requirement to protect such heritage items.

Ground-borne out-of-hours work - Camperdown

- c) The EIS acknowledges the noise and vibration impacts and the need for work to occur outside of standard daytime construction hours. It simply states that 'the specific management strategy for addressing potential impacts associated with ground-borne noise...would be documented in the OOHW protocol. This is inadequate as the community have no opportunity to comment on the OOHW protocol or the management of the ongoing impacts to which they will be subjected.

EIS is Indicative only - Pyrmont bridge Road site:

- d) The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. This is because the EIS states 'the detail of the design and construction approach is indicative only' and is subject to 'detailed design and construction planning to be undertaken by the successful contractors.'

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

- o 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.
- o 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.
- o 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

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

- a) 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.

Ambient air quality:

- b) 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.

Noise impacts - Pyrmont Bridge Road site:

- c) The EIS indicates that residents will be subjected to severe noise impacts for up to 4 months, caused by the long-term construction work proposed for this site which includes 8 weeks to demolish buildings, followed by 6 weeks to establish construction facilities, with pavement and infrastructure works required (EIS, 10-112) The EIS contains limited mitigation proposed to manage such impacts.

Acoustic shed - Pyrmont Bridge Road site:

- d) Despite setting out the noise impacts of construction at this site, the lowest grade acoustic shed is proposed as mitigation. The EIS states that the Acoustic shed performance should be 'upgraded' and the site hoarding increased to 4 metres 'in select areas.' (EIS, 10-119). No detail is provided as to how effectively these enhancements will manage the noise and vibration impacts of construction.

Out of hours work - Pyrmont Bridge Road site:

- e) 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 possible to limit the use of the road profiler. This represents an inadequate response to managing these severe noise impacts for residents.

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

Human health risk (Executive Summary xvi):

01. 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.

Visual amenity - Pymont Bridge Road site:

02. The EIS acknowledges that visual impacts will occur during construction. However it does not propose to address these negative impacts in the design of the project. This is unacceptable and the EIS needs to propose walls, plant and perimeter treatments and other measures at appropriate locations to lessen the impact on visual amenity. (Executive Summary xviii)

Noise from trucks entering and exiting the site - Pymont Bridge Road site:

03. 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.

Bridge Road School - Pymont Bridge Road site:

04. The EIS states that 'construction activities are predicted to impact' this School. However, the only mitigation proposed is to consult with the School 'to identify sensitive receivers of the school along with periods of examination'. (Table 5-120) The EIS should not be approved on the basis that it does not propose any measures to reduce the impacts to this School. The EIS simply states that 'where practicable' work should be scheduled to avoid major student examination period when students are studying for examinations such as the Higher School Certificate. This is inadequate and students will be studying every day in preparation for examinations and this proposal will impact on their ability to be provided with an education. Consultation is not considered an adequate response and detailed mitigation should be provided which will reduce the impacts to students to an acceptable level.

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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

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:

(1) **The EIS is misleading because it discusses the**

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 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 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.

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.

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

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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'.

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 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

1. 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 periodsHighest 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
2. 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.
3. 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

4. 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.
5. 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.
6. I object to the Darley Rd site because of the level of noise that the trucks will cause.

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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:	[Redacted]
Address:	[Redacted] Suburb [Redacted] Post Code [Redacted]
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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:

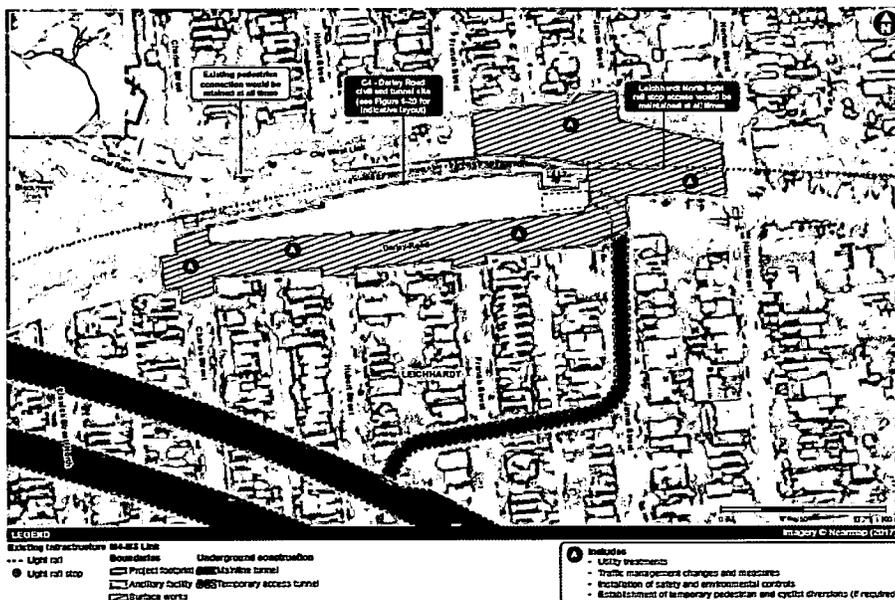
'Temporary changes to Darley Road to enable access to and from the ancillary facility would likely be required. These may include changes to line marking to provide a temporary turning lane for construction traffic and temporary diversions to the pedestrian path on the northern side of Darley Road. These 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.



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Application name - WestConnex M4-M5 Link

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Please include my personal information when publishing this submission to your website Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>			
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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?

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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

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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.

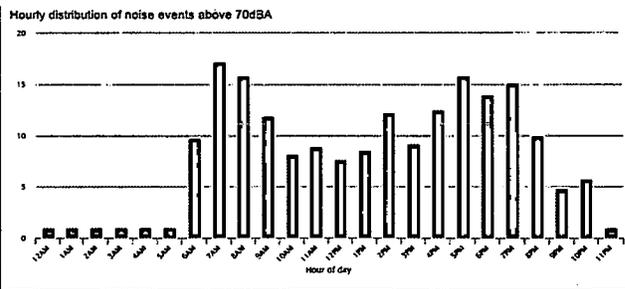
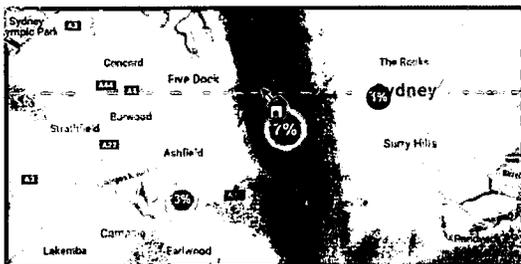
Every additional 10 decibels of night-time aircraft noise appeared to result in a 69 per cent increased risk of high blood pressure, also known as hypertension.

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.



Submission from: Name:..... Signature:..... Please <u>include</u> exclude (circle) my personal information when publishing this submission to your website Declaration : I HAVE NOT made any reportable political donations in the last 2 years. Address: Suburb:Postcode...	Submission to: Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 Attn: Director – Transport Assessments Application Number: SSI 7485 Application Application Name: WestConnex M4-M5 Link
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I submit my objection to the WestConnex M4-M5 Link as contained in the EIS application # SSI 7485, for the following reasons, **and ask that the Minister reject the application and require preparation of a genuine, not indicative, EIS**

Trucks on local streets – Leichhardt:

- a) The EIS permits trucks to access local roads in exceptional circumstances which includes queuing at the site. Given the constraints of the Darley Road site queuing will be the usual situation. The EIS needs to be amended to remove queuing as an exceptional circumstance. The truck movements should properly managed by the contractor so that there is no queuing. This exception will make it easier for contractors to neglect their obligation to monitor and manage truck movements in and out of the site and needs to be removed. The EIS needs to specifically mention all local streets abutting Darley Road and expressly prohibited truck movements (including parking) on these streets. This should include all streets from the north (James St) to the south (Falls Road), which are near the project footprint.

Acquisition of Dan Murphys site – Leichhardt:

- b) The Darley Road site should be rejected because it involves acquiring Dan Murphy's. This business was rem=novated and opened with full knowledge that it was to be acquired. The lessee and sub-lessees should not be permitted compensation in these circumstances. The demolition of the entire building (which the EIS confirms will occur) is wasteful and represents mismanagement of public resources.

Truck routes – Leichhardt:

- c) No trucks should be permitted on Darley Road or local roads in Leichhardt or Lilyfield. The EIS proposes that all trucks will arrive at the Darley Road civil and tunnel site from Haberfield and travel along Darley Road to the site, with a right-

hand turn now permitted into James Street. The proposed route will result in a truck every 3-4 minutes for 5 years running directly by the small houses on Darley Road. These homes will not be habitable during the five-year construction period due to the unacceptable noise impacts. The truck noise will be worsened by their need to travel up a steep hill to return to the City West Link, so the noise impacts will affect not just those homes on or immediately adjacent to Darley Road. The proposal to run trucks so close to homes is dangerous and there have been two fatalities on Darley Road at the proposed site location. The EIS does not propose any noise or safety barriers to address this. Despite the unacceptable impact to nearby homes, there is no proposal for noise walls, nor any mitigation to individual homes.

Alternative access route for trucks – Leichhardt:

- d) The EIS states that there are 'investigations' occurring into alternative access to the Darley Road site. The EIS does not provide any detail on which residents can comment about alternative access which would keep trucks off Darley Road. The plans for alternative access should be expedited. It should be a condition of approval that the alternative access is confirmed and that no spoil trucks are permitted to access Darley Road due to the unacceptable noise, safety and traffic issues that the current proposal creates.

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

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

- We strongly object to the proposed location of this permanent operational facility on Darley Road. The presence of this site contradicts repeated assurances to the community that the site would be returned after construction was completed. The ongoing presence of this site will limit future uses of the darley Road site which could serve community purposes, particularly given its location directly next to public transport. Its presence removes the ability to provide more accessible, safer and direct pedestrian access to the North Leichhardt Light Rail Station. The plant location, in a neighbourhood setting is not appropriate. It will reduce property values and have an unacceptable impacts on the visual amenity of the area. The streets adjacent to Darley Road are comprised of low-rise residential homes and small businesses and infrastructure such as this should not be permitted in such a location.
- The EIS needs to provide specific detail as to what will be provided by way of alternative accommodation to the 36 residents identified as suffering extreme noise interference. There is no plan to temporarily relocate such residents, not to offer them financial compensation to enable them to move out during the worst period. There is an estimated 10 weeks of extreme noise during demolition of the commercial building and preparatory road works. Once this work is finished the residents will also be forced to endure a truck every 3-4 minutes for a period of five years. It is clearly not possible for such residents to continue to live in these houses and the EIS needs to detail what will be provided in terms of alternative living arrangements for part, or all of the construction work period.
- Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.
- The EIS contains no detail of the access tunnel from the Darley Road site to the mainline tunnel other than depicting the route. The approval conditions need to ensure that tunnelling is occurring at sufficient depth so as to not jeopardise the integrity of the homes and not create unacceptable vibration and noise impacts for James Street residents and those at adjacent streets. The approval conditions need to make clear the period of time for which the 'temporary' tunnel is to be used.

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

Vegetation: Leichhardt.

A. The mature trees on the Darley Road site should be preserved. If any trees are removed during construction it should be a condition of approval that they are replaced with mature trees.

Permanent substation and water treatment plant - Leichhardt:

B. I object to the location of this facility in our neighbourhood as out of step with the surroundings. If it is retained, then it should be moved to the north of the site, out of view from homes. The residual land should be returned for community purposes such as parkland.

No need for 'dive' site - Leichhardt.

C. There is no need for the Darley Road site, other than a time saving (tunneling) of several months. It is unacceptable that the community should be forced to endure 5 years of severe disruption to accommodate the timetable of the private contractors. The EIS should not be approved on the basis that it contains provision for the Darley Road site without any proper justification as for its need.

Acquisition of Dan Murphys -

D. I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the

acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances.

Night works - Leichhardt.

E. The EIS states that to minimize disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. It is unacceptable that a highly unsuitable site has been selected. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring at night. This is objected to in the strongest terms.

Additional facilities - Leichhardt.

F. The EIS states that the contractor may decide upon additional 'construction ancillary facilities' to the 12 identified in the EIS. The EIS should not be approved on the basis that there may be more unidentified sites taken, as residents will have no opportunity to comment on their impacts. The approval condition should limit any construction facilities to those already notified and detailed in the EIS.

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

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

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

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**Permanent substation and water treatment plant -
Leichhardt**

- I. 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.

Noise mitigation – Leichhardt.

- II. 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.

Flooding – Leichhardt.

- III. 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.

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

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Crash statistics – City West Link and James St intersection.

(1) 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.

Traffic operational modelling – Leichhardt.

(2) 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.

Worker parking – Leichhardt.

(3) 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.

Heavy vehicle movements during peak hours – Leichhardt.

(4) 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.

From: Mary Johnson <campaigns@good.do>
Sent: Saturday, 14 October 2017 3:55 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 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.

As a Haberfield resident there is no clarity as to what is actually being proposed. It is not known if there are more demolitions proposed. Haberfield a conservation heritage suburb has been decimated.

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, Mary Johnson 6 Yasmar Ave, Haberfield NSW 2045, Australia

_____ This email was sent by Mary Johnson 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 Mary provided an email address (maryj66_98@yahoo.com) which we included in the REPLY-TO field.

Please reply to Mary Johnson at maryj66_98@yahoo.com.

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

From: Payarm Eskandari <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:20 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks. There will be so many children impacted by this proposal if it is to go ahead. This is unjust and unacceptable.

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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, Payarm Eskandari 306/41 Terry St, Rozelle NSW 2039, Australia

This email was sent by Payarm Eskandari 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 Payarm provided an email address (peskandari2@optusnet.com.au) which we included in the REPLY-TO field.

Please reply to Payarm Eskandari at peskandari2@optusnet.com.au.

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

From: Kate Low <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:12 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 e and urge the Minister to refuse the application on the grounds below. NSW. 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 on this ludicrous project.

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. I have rarely seen an EIS with less meaningful detail in it. UNACCEPTABLE.

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.

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. Only this week the sole tender has been rejected. This project is madness.

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. Well, what about the rest of us.

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

The 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.

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.

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, Kate Low 40 Renwick St, Alexandria NSW 2015, Australia

_____ This email was sent by Kate Low 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 Kate provided an email address (katelow40@gmail.com) which we included in the REPLY-TO field.

Please reply to Kate Low at katelow40@gmail.com.

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

From: Keith DUNKIN <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:16 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 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.

I object to the complete disregard for residents rights: whether tunnelling at 3am, the constant noise and dust during the day, the failure to provide adequate sound monitoring when breaches are actually occurring, the need for residents to complain about extreme levels of sound in the middle of the night and SMC's inability to stop it leading to week after week of sleepless nights with residents powerless to stop it due to monitoring taking place for half an hour at the most and when it suits the contractors, the failure to relocate residents during peak operation the blatant disregard for the health and well being of residents during construction the regular changes to operating hours to suit the contractors the failure to compensate ANYONE despite the completely ruinous approach the health and welfare of the residents of Ashfield and Haberfield the inability of the Premier, the Minister for Westconnex and the Minister of transport to respond honestly to resident concerns about this construction after 10 months of trying

I object to the complete lack of transparency in all aspects of the WestConnex project.

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

I am deeply concerned about the proposed use of the Muirs car yard both during the project and after. I strongly urge that this location not be used as it will create even more noise, disruption, congestion and parking issues for an area already grossly affected by construction. I am also concerned that this site will not be used to the benefits of residents after construction and that it will be repurposed as further medium density housing creating further congestion. I propose that these sites should be used only for parkland after construction.

I am also concerned that the deal was done to purchase this land prior to full approval for the next stage being reached which illustrates the lack of community consultation that is occurring

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 every 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 further object to this project as it does not offer any tangible benefits to the communities that have been ravaged by the work performed to date. The next stage – as far as I can tell given its ambiguities and lack of transparency – continues this trend. Furthermore, the flaws in the business case are so significant that the current toll way on the M4 is severely underutilised presenting the only conclusion that this entire project does not have sufficient justification to proceed. This project will drive more cars on to back roads and increase congestion and delay for everyone living near it. I believe that this project is a waste of public money and is liable to meet the same bankruptcy issues that beset the Cross City Tunnel and Lane Cove Tunnel.

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, Keith Dunkin 7 Ilford Ave, Ashfield NSW 2131, Australia

_____ This email was sent by Keith DUNKIN 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 Keith provided an email address (keithdunkin2@optusnet.com.au) which we included in the REPLY-TO field.

Please reply to Keith DUNKIN at keithdunkin2@optusnet.com.au.

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From: Barry Talbot-Smith <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:03 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 listed 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 NSW Government that there be an independent review of WestConnex before billions more are squandered and more residents' lives are damaged.

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

An EIS is not an indicative concept. However, this EIS baldly states '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 that forms the basis of the approval conditions. This means the community will have very limited say in management of any impacts identified in the EIS. This EIS needs to provide an opportunity for the whole community to meaningfully input into this report and its approval conditions.

I absolutely object to the indicative design for Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any similar underground interchange project anywhere in the World nor find a construction company to build it. This portion of the EIS should be rejected simply because it would be absurd to approve this design concept without evidence that it can be constructed.

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

I completely reject the premise that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. Most particularly I'm concerned that Schools would be near those unfiltered stacks. Children and the Elderly are most at risk of lung ailments. This EIS states, there are at least 5 schools that will be in the orbit of these poisonous fume stacks. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school" in his electorate. Obviously the same should apply in all areas of Sydney and Government needs to urgently review and change its policy of support for unfiltered stacks.

I object to use of Darley Rd, Leichhardt as a dive site, that cannot accommodate 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 City West Link. As the EIS acknowledges and anyone who has driven there knows, this route is already congested at peak hours. The James Street intersection and City West link already have queues at traffic lights. The only other option for commuters to access City West Link is to use Norton Street, a largely commercial two-lane strip already at capacity. Addition of hundreds of trucks and contractor vehicles will result in 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, with full knowledge that they were to be acquired, with the acquisition process commenced early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the

compensation bill in such circumstances. With The Premier having now been referred to ICAC over the lease extension granted on this site, it is very clear that there has been a blatant lack of transparency in the dealings with this site.

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

The economic basis for this Project is approval of further Toll roads. Throughout this EIS there are references to the F6 and Northern Beaches Link, which assumes these Toll roads will in fact, be built. So the issue with this is that impacts set out in the EIS rely on them being built – that is, that traffic will lessen once they are built. However, there's no certainty this will occur. References to these toll roads, in context of impacts from this project, therefore need to be disregarded. Inadequate traffic analysis also shows that even if this tollway and all other proposed tollways are completed, St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033, if this project were to go ahead.

There is concern that traffic figures relied upon in the EIS are in fact 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)

Reduction of volumes of traffic on Parramatta Rd, King Georges Rd or the existing M5 are asserted, yet the model that projects these effects is not provided for scrutiny or independent assessment. The model's margin for error is not stated. All of the rest of the benefits depend on asserted traffic reductions generating improved travel times and better bus services or freight movement. So far the experience of traffic growth on Parramatta Rd in response to re-imposition of tolls on the widened section of the M4 casts doubt on 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 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 this 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 specific forecasting, 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 that mismanagement of this Project to date and that Residents have little confidence any measure set out in the approval document will be complied with. During 2017 residents in St Peters have been subject to appalling odours that have damaged the health of some community members and damaged the quality of life of many more. SMC failed to comply with the environmental protection licence that it was granted as part of previous approvals. It is appalling that these odours are predicted to likely continue if Stage 3 is approved. No community should be treated in this manner.

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

I am concerned that Haberfield and Ashfield residents are being given an apparent choice of two construction plans, Option A or B, both of which will have severe impacts on the community. During 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. Now it emerges they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. This report must be made public as soon as it is filed with NSW Planning and residents be given a right to consultation on the actual plan before any 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 current impacts on residents, measure what cumulative impacts would be, nor make suggestions that could mitigate the cumulative impact of these prolonged periods of construction noise exposure.

I object to the EIS on grounds that it completely 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 Inner West Council, were ignored. 'Consultation' is not simply provision of glossy brochures, light on detail, that disguise negative aspects of a project and state that every 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. Please 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, Barry Talbot-Smith Apartment 10, 37 Ormond Street, Ashfield NSW 2131

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

Please reply to Barry Talbot-Smith at non-secateurs@bigpond.com.

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SUBMISSION: WESTCONNEX M4-M5 LINK

006044-M00001



REPLY PAID 88 146
JO HAYLEN MP
MARRICKVILLE NSW 2204

The Hon. Anthony Roberts,
Minister for Planning
GPO Box 5341, Sydney NSW 2001

Dear Minister,

I make the following submission in response to the Environmental Impact Statement for the **M4-M5 WestConnex Link**. I write to raise my strong objections and concerns about this project, namely:

- **EXTENDED CONSTRUCTION:** Construction in Haberfield and Ashfield will continue until at least 2022, with 24/7 tunnelling set to continue for years. This is a breach of faith with our local community, which was promised that construction for WestConnex would end in 2019;
- **CONSTRUCTION SITES:** Both the construction options spelled out in the EIS are unacceptable. Our community has lived through years of noise, dust and disruption, with very little enforcement of the Government's weak and ineffective conditions of approval. At minimum, construction times must be significantly reduced and there must be proper intra-agency coordination to ensure minimal impact for affected residents;
- **TRAFFIC AND PARKING:** This project will significantly increase local traffic in Haberfield and Ashfield, including heavy trucks for further spoil movements. Light vehicle movements will dramatically increase as workers use parking lots proposed in the EIS. I am also very concerned about the proposal for Liverpool Rd/Hume Hwy Ashfield to be used as a spoil route;
- **EXHAUST STACKS:** I strongly oppose unfiltered exhaust stacks in our local community and am concerned about the lack of data on the cumulative impacts on air quality of both the M4 East and proposed M4-M5 Link; Unfiltered stacks proposed for St Peters and Rozelle are entirely unacceptable;
- **LACK OF CERTAINTY:** The "indicative" aspects of the EIS provide little certainty as to how the project will impact affected communities. I object to the fact the EIS has been released only weeks after closing submissions for the design concept plans. The subsequent Preferred Infrastructure Report must be made available for public scrutiny and feedback;
- **ROUTE:** I urge you to investigate alternatives that mitigate the disaster that is the first two stages of WestConnex without further impacting inner west communities.

I am also concerned about:

The Re-Direction of through Traffic on to Ormond St, Ashfield side of Ashfield Park, instead of out onto the Liverpool Road. This locality used by Schools, Disability, Mothers with Prams, Kids playground is now increased volume fast through traffic in an under 30km, 50 KPH local area. Both dangerous & oppressive.

Yours sincerely,

B Talbot-Smith
DATE: 04.10.2017

NAME: B. TALBOT-SMITH
ADDRESS: 10/37 ORMOND ST,
ASHFIELD, NSW 2131
Email: non-sectateurs@bigpond.com
Phone: _____

From: Vanessa Mignon <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:19 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.

To whom it may concern: 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.

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When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of 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.

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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.

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

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

Yours sincerely, Vanessa Mignon Belmont St, Alexandria NSW 2015, Australia

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From: Bronte Carroll <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:03 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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I 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.

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Yours sincerely, Bronte Carroll 12 Sloane St, Newtown NSW 2042, Australia

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Sent: Saturday, 14 October 2017 4:02 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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Yours sincerely, Sarah Hendry 52 Alice St, Newtown NSW 2042, Australia

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From: Eve Warburton <campaigns@good.do>
Sent: Saturday, 14 October 2017 2:02 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.

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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.

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

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

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

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

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

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

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

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

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

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Yours sincerely, Eve Warburton 194 Lawrence St, Alexandria NSW 2015, Australia

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Sent: Saturday, 14 October 2017 3:26 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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The EIS states, 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. Children's health should be a major priority not a unfiltered exhaust stack, the close proximity of the stacks to the schools is a major concern in the community.

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

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Sent: Saturday, 14 October 2017 3:55 PM
To: DPE CSE Information Planning Mailbox
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I urge the Secretary of NSW Planning to advise the Minister to reject this EIS, publish, my name and submission in accordance with the undertaking on your website, and provide a written response to each of the objections I have raised.

Moreover, I object to the destruction of parkland and trees in Alexandria for unwanted toll roads. I do not believe it is ethical to widen roads to within a metre of people's front doors as in Euston Road,. I believe the NSW government should consider feedback from local communities in the Inner West.

Yours sincerely, Jeremy Lindeck 23/362 Mitchell Rd, Alexandria NSW 2015, Australia

This email was sent by Jeremy Lindeck 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 Jeremy provided an email address (jlindeck@hotmail.com) which we included in the REPLY-TO field.

Please reply to Jeremy Lindeck at jlindeck@hotmail.com.

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

From: Joe Levitt <campaigns@good.do>
Sent: Saturday, 14 October 2017 3:48 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 find it hard to speak more eloquently than the message below but would add that the lack of transparency and accountability will be remembered.

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

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

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

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

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is no certainty this will occur.. 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, Joe Levitt 2/35 Barwon Park Rd, St Peters NSW 2044, Australia

This email was sent by Joe Levitt 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 Joe provided an email address (phillyoz@optusnet.com.au) which we included in the REPLY-TO field.

Please reply to Joe Levitt at phillyoz@optusnet.com.au.

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From: Paul Bu <campaigns@good.do>
Sent: Saturday, 14 October 2017 1:49 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. According to Professor Peter Newman, 22 cities globally have demolished motorways. Why is Sydney heavily investing in motorways?

Compared to cities like Seoul, Toyko and Shanghai, Sydney is severely dependent on cars to move people around. Cars account for 69% of the trips in Sydney while in Seoul and Shanghai it is only 23%.

Singapore has a comparable population and sphere of influence to Sydney, but Singapore is heading to expand their public transport network from 180km to 360km by 2030. Again, why is Sydney heavily investing in motorways? This is such a 1950s approach, not a 21st-century transport planning solution for the future generations.

Further grounds of my objection are provided 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.

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

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

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts

will be built near any school.” in his electorate. The same should be applied in all areas of Sydney and the government needs to urgently review its policy of support for unfiltered stacks.

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

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

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

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

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Yours sincerely, Paul Bu Sydney Olympic Park

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From: Beth Haynes <campaigns@good.do>
Sent: Saturday, 14 October 2017 3:54 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

It's so wrong in so many ways.

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.

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Yours sincerely, Beth Haynes 4 The Boulevard, Lilyfield NSW 2040, Australia

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Please reply to Beth Haynes at beth@actual.com.au.

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From: Joan Stigliano <campaigns@good.do>
Sent: Saturday, 14 October 2017 12:45 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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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.

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Yours sincerely, Joan Stigliano 69 Mary Street, St Peters

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From: Lucy Jennings <campaigns@good.do>
Sent: Saturday, 14 October 2017 2:22 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.

There has to be an alternative. More foresight to future population growth in our city is needed; Westconnex is not the infrastructure answer.

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Yours sincerely, Lucy Jennings 19/117 Belmont Ln, Alexandria NSW 2015, Australia

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From: Susan Newberry <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:32 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

The Secretary, re: WestConnex M4/M5 Environmental Impact Statement, Project Number SSI 16-7485

Submission on Westconnex M4/M5 Link Environmental Impact Statement

I object strongly to this project. It shows every sign of the NSW government adopting a financialisation approach to its activities, with finance interests and big business being the key beneficiaries. This NSW government has flouted its own planning and accountability processes. The major reports on the project by both the then-NSW Government Auditor General and later the Commonwealth Government Auditor General have evidenced the way that decisions were made and put into effect without proceeding through the proper planning processes; and money was provided to the SMC long before it was needed. Moreover, by declaring the SMC outside of public information access requirements this government has subverted reasonable accountability and transparency processes. These conditions provide fertile grounds for corruption, and in such a massive project that imposes enormous costs on the public purse, this is outrageous. The email trail over the leasing of Darley Road site reported rece

ntly in the Sydney Morning Herald exemplifies such dangers. A further example of this project being finance driven is the NSW government's determination to sell the project as soon as possible. If this sale proceeds, we will see future governments wringing their hands and crying crocodile tears over their "inability" to do anything about the SMC's high-handed behaviour and contempt for those affected by this project. This project brings disgrace on the NSW government, and the nature of the EIS reflects a continuation of the disgraceful behaviour.

Throughout this project the consultation processes have been shocking. The initially scheduled public "consultation" meetings were cancelled at short notice. The processes in the few months before release of the EIS have been light on serious information and heavy on glossy used car salesmanship. I attended the session at Rydges, Missenden Rd and was appalled. My subsequent submission did not receive even the courtesy of an acknowledgement. Just one case in point is what, at an earlier stage, was shown as access ramps at Camperdown. These received such strong public objection that by November 2016, this site was announced to be "only" a dive site. In keeping with other potentially highly controversial parts of the EIS, the information about the Camperdown site is vague. The EIS confines comment about that site to the activities there during construction, does not refer to it as a dive site. Given the way this project has proceeded to date, there can be no assumption

that the vagueness is accidental: it raises suspicions that the announcement the Camperdown site would be just a dive site is misleading. The lack of specificity in the EIS means that a reasonable evaluation of the environmental impact is not possible. I object to the lack of specificity in the EIS.

The brutal reality seems to be that the Westconnex project is not about meeting a serious transport need which should have been the starting point. Instead the project is about financialising an enormously expensive and damaging new roading route that makes little sense other than delivering a lot of money to finance and business interests both now and for many years into the future, especially if even more tolled roading and tunnelling can be added to WestConnex.

The actual transport case for the M4/M5 link proposed is lame: why is this tunnel link between the M4 and M5 even necessary when it will have the effect of diverting heavy traffic onto a route that runs so close into the inner city? The City of Sydney has demonstrated that a link already exists in the form of the M7, A6 and A3. These routes could be upgraded for a fraction of the cost of WestConnex and thus avoid any perceived need for the M4/M5 link. Another lame reason put forward is that the link is needed to provide a route to the airport and Botany Bay. In light of the plans for a separate airport at Badgery Creek, how can WestConnex be necessary when the second airport will help to direct traffic away from the existing one? The claim that WestConnex will improve transport for those from western

Sydney is similarly weak, the claimed transport time improvements being minimal and affordability for those paying the tolls being largely ignored. And then we hear even lamer ar

guments, again without any sign of proper planning processes, that we need WestConnex so yet more major interchanges, along with tolled roads and tunnels can be run off WestConnex. At least this case gets closer to what appears to be the truth, that WestConnex is necessary so that finance and big business can benefit even more from the additional toll roads and tunnels that can then be built. The shifting rationales make it apparent that there is no valid transport-related case for this tunnel and I object to WestConnex proceeding any further without a valid transport-related case that considers the options available.

It makes no sense to force heavy traffic into this proposed WestConnex system, thus bringing it so close to the inner city when it can only add to the existing pollution. At the Rydges Missenden Rd session I attended, I asked specifically about the effectiveness of the fan-based and unfiltered tunnel ventilation system and outlets, and was told that the same ventilation system operates in the Cross City Tunnel and is fine, therefore the WestConnex one will be fine too. The Cross City Tunnel covers a shorter distance and carries very little traffic. Further, what traffic there is tends to be cars rather than heavy transport which tends to give off even more noxious emissions. The case for such a basic ventilation system seems to rely on low traffic flow while the case for building WestConnex at all relies on very high traffic flow. This is ridiculous. If the proposed ventilation system is seriously expected to be adequate for the WestConnex tunnel, then the financial and busin

ess case for the tunnel must fail because the financial case relies on a very high traffic flow. As has been all too apparent throughout this project to date, if the tunnel proceeds with the proposed ventilation system the environmental impact will fall most heavily on those living in the vicinity of the ventilation stacks. The effects, in the form of increased pollution and serious effects on health are externalised onto the local population. This should be totally unacceptable for any responsible government. An EIS for a tunnel such as is proposed with just this basic form of ventilation system cannot be approved, and I object to it.

In summary, I object strongly to the whole tunnel proposal, and to the cavalier treatment meted out to the people of Sydney by the NSW government which has been undermining democratic processes as it twists and turns to evade the checks and balances that are necessary to protect public funds.

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, Susan Newberry 7/33 Trafalgar St, Annandale NSW 2038, Australia

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Sent: Saturday, 14 October 2017 1:32 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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I personally know people who have been and/or will be affected by the construction of the Rozelle Interchange. The negative effects it has had on their mental and physical health have been substantial.

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

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above ground construction in Haberfield. It now appears that they were misled. SMC is already preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

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I 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, Griffen Edge 1/242A St Johns Rd, Forest Lodge NSW 2037, Australia

This email was sent by Griffen Edge 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 Griffen provided an email address (gedge10@gmail.com) which we included in the REPLY-TO field.

Please reply to Griffen Edge at gedge10@gmail.com.

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

From: Helen Kastrissios <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:31 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

PLEASE ACCEPT MY SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I do not support Westconnex Stage 3 M4/M5 Link and believe the Minister Hon. Anthony Roberts should 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.

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

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

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

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The 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, Helen Kastrissios 5 Military Rd, Dover Heights NSW 2030, Australia

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Sent: Saturday, 14 October 2017 4:29 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. In addition, there has been no data collected about the psychosocial consequences on residents in surrounding areas. 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 .

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Yours sincerely, Mary Sawyer 19 Burren St, Erskineville NSW 2043, Australia

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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: MARY SAWYER

Signature: Mary Sawyer

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: 19 BURREN ST

Suburb: ERSKINEVILLE NSW Postcode: 2043

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. 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.
- B. 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.
- C. 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.
- D. 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.
- E. 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.
- F. 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.
- G. 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 MARY SAWYER Email MSAWYER@ONE2ONE-COUNSELLING.COM.AU Mobile

From: Robert Erskine <campaigns@good.do>
Sent: Saturday, 14 October 2017 2:05 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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

Living in Alexandria, i already deal with the increased Traffic in peak times due to the massive increase in apartments built in the area. This is only going to worsen when the building is completed in Sydney Technology Park. McEvoy St, Euston Rd, Mitchell Rd and the surrounding areas are already over congested. Directing traffic into these streets is illogical and is not going to work. Nor does it make sense to reduce the services to Erskineville and St Peters train stations. The people in the affected areas deserve better planning and better outcomes. People are not going to be able to get work and it is looking like

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

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

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

Yours sincerely, Robert Erskine 57 Henderson Ln, Alexandria NSW 2015, Australia

_____ This email was sent by Robert Erskine 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 Robert provided an email address (rob@stmonline.com.au) which we included in the REPLY-TO field.

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From: Sharom Chambers <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:29 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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

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Public Transport and bike paths are the way to go for better health.

Yours sincerely, Sharom Chambers 52/74 Princes Highway St Peters

_____ This email was sent by Sharom Chambers 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 Sharom provided an email address (scha6638@gmail.com) which we included in the REPLY-TO field.

Please reply to Sharom Chambers at scha6638@gmail.com.

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From: Ineke Smee <campaigns@good.do>
Sent: Monday, 16 October 2017 9:35 AM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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With four unfiltered emissions stacks in Rozelle, two in Haberfield (one each for the M4East and New M5) and two in St Peters, along with a large number of exit portals, residents of these area will suffer greatly from direct exposure to poisonous diesel particulates.

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

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

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From: Patrick Orth <campaigns@good.do>
Sent: Saturday, 14 October 2017 2:04 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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

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

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

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

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

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

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, Patrick Orth 245 Wardell Rd, Dulwich Hill NSW 2203, Australia

_____ This email was sent by Patrick Orth 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 Patrick provided an email address (patrickorth@ymail.com) which we included in the REPLY-TO field.

Please reply to Patrick Orth at patrickorth@ymail.com.

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From: Martin Geliot <campaigns@good.do>
Sent: Saturday, 14 October 2017 2:31 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning 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 incomplete and vague design with 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 much more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. I am appalled that these odours are predicted to possibly continue if Stage 3 is approved. No community should be treated in this manner.

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

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

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

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

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

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, Martin Geliot 28 Wigram Rd, Faulconbridge NSW 2776, Australia

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

Please reply to Martin Geliot at martin_geliot@yahoo.com.au.

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From: Clive Lochner <campaigns@good.do>
Sent: Saturday, 14 October 2017 5:04 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 think the whole process has been flawed . 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, Clive Lochner Carinya Ave, Mascot NSW 2020, Australia

This email was sent by Clive Lochner 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 Clive provided an email address (clive@clivelochner.com) which we included in the REPLY-TO field.

Please reply to Clive Lochner at clive@clivelochner.com.

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From: Judy Christie <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:56 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 have been obvious for some time and are not adequately addressed in the EIS. NSW Planning must reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent. The projected costs continue to skyrocket – including the ridiculous projected amount to compensate for the Darley Road site. If something like that can happen, what else is being hidden from the public, who have now lost total confidence in the government's capacity to understand the impacts of this proposed tollway and the needs of the community?

Some of my key objections include: 1. The EIS is based on an indicative design and has insufficient detail for the impacts to be properly assessed and addressed. Such public consultation as there has been, has been grossly inadequate.

1. There is insufficient independent evidence to show that the Motorway will improve access to the city – most Western Sydney commuters use public transport and will be forced into excessive toll charges if driving. It will NOT help transfer freight from Port Botany and the Airport to Western Sydney.

3. 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. 4. The WestConnex will INCREASE traffic on local roads and parts of Parramatta Rd will in fact carry MORE traffic, not less. 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.

1. Construction of unfiltered smoke stacks in densely populated areas and close to schools are not an option in 21st century modern cities. Why is this even being considered for the Rozelle Interchange?
2. 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. Similarly the Camperdown Dive site is an unacceptable location.
3. 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.

8. I do not have confidence in the accuracy traffic analysis and assumptions in the EIS on which the noise and air quality studies are completely dependent. Past experience of traffic projections for Sydney roads have been found to be wrong. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. These assumptions also rely on other tollways promised such as to the Northern Beaches. This is not a new promise! Will it happen? Moreover 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. Already there has been a growth in traffic on Parramatta Road with the reintroduction of tolls on the M4. How is this new tollway going to make traffic better?

1. 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.
2. There are other ways of improving travel times and traffic in Sydney. Alternative plans have been proposed, such as by the City of Sydney. The EIS has ignored these realistic alternatives. Why?

In conclusion, 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, Judy Christie 9 Upper Rd, Forest Lodge NSW 2037, Australia

_____ This email was sent by Judy Christie 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 Judy provided an email address (judychristie@internod.on.net) which we included in the REPLY-TO field.

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From: Reta Svans <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:51 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. Residents lives and property are more important.

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.

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

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

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Yours sincerely, Reta Svans Euston Rd, Alexandria NSW 2015, Australia

_____ This email was sent by Reta Svans 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 Reta provided an email address (reta@triviamagic.com.au) which we included in the REPLY-TO field.

Please reply to Reta Svans at reta@triviamagic.com.au.

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From: David Tri <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:48 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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Kind regards, David Tri 14 Paling St, Lilyfield NSW 2040, Australia

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From: Pauline Randall <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:54 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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Sent: Saturday, 14 October 2017 2:29 PM
To: DPE CSE Information Planning Mailbox
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In addition to the points below, the fact is that the entire project is backwards looking, and completely out of sync with the direction of the world in 2017. For a lot of reasons, many of them commercial or simply the needs of the social, and environmental (much more than political in any direct sense), transport is being transformed. Many countries are realising this, with some even dismantling various major freeways and tollways. Australia seems to be returning to some 1950s/60s American car based ideal. It's over. It will be a taxpayer liable white elephant for years to come. I can't imagine that will play out well with the electorate at all, however much spin is applied.

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Yours sincerely, Andrew Murphie 7/3 Rosebery Pl, Balmain NSW 2041, Australia

_____ This email was sent by Andrew Murphie 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 (andrew.murphie@gmail.com) which we included in the REPLY-TO field.

Please reply to Andrew Murphie at andrew.murphie@gmail.com.

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From: Nicole Gooch <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:23 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.

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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. In fact, the whole process appears extremely corrupt. People living in Sydney are going to have to live the rest of their lives with these monstrosities, and pay for it, while the government, developers and toll road owners reap the profits.

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

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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.

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The EIS identifies a significant risk of leaks of contaminated water into Rozelle Bay and Alexandria Canal. Such risks to health of Sydney's waterways is not acceptable to me. The Sydney Motorway Corporation through its conduct at St Peters has shown that it cannot be trusted to manage contamination risks.

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

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Yours sincerely, Nicole Gooch 82 Richard Rd, Scotland Island NSW 2105, Australia

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Sent: Saturday, 14 October 2017 2:27 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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Sent: Saturday, 14 October 2017 4:34 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So 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.

Thank you

Yours sincerely, Brendan Gembitsky 69 Simmons St, Enmore NSW 2042, Australia

_____ This email was sent by Brendan Gembitsky 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 Brendan provided an email address (b.gembitsky@optusnet.com.au) which we included in the REPLY-TO field.

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

application number SSI 7485 – WestConnex M4-M5 Link

I am writing in response to the EIS for the M4-M5 WestConnex Link. I strongly oppose the project. Specifically, I oppose:

Lack of filtration and visual impact of the ventilation stacks: It is unacceptable to propose unfiltered stacks for the Rozelle Rail Yards and Victoria Road near Terry Street (and indeed for the entire WestConnex project) given the lack of data on the cumulative impacts on air quality and proximity of these stacks to homes, schools, preschools and aged care facilities. All ventilation facilities must be fully filtered and have real-time monitoring. This is critical given Rozelle is already one of Sydney's most polluted areas. The cumulative impact of increased air pollution from general traffic and the White Bay Cruise Ship terminal including carcinogenic particulates would create significant and life threatening health conditions for our community.

Devastating impact of construction: we have significant concerns including with regard to noise, dust, traffic and parking around all construction sites and the lack of respite for residents. Appropriate respite periods must be provided and construction should be limited to 7am-7pm to enable residents to sleep.

Construction and operational traffic around the Rozelle interchange: this will seriously impact residential amenity, pedestrian and cycle safety and the ability of residents to park.

The significant increase of traffic on Anzac Bridge and The Crescent: Anzac Bridge and The Crescent are already at capacity.

Need to ensure on-going access to King George Park at all times during any construction and operation of the M4-M5 Iron Cove link

I am also concerned about:


0400029403

*I Am concerned about
Stacks*

From: Patrick Lloyd <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:36 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 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.

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

Yours sincerely, Patrick Lloyd 506/6 Crescent St, Holroyd NSW 2142, Australia

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From: Margaret Chung <campaigns@good.do>
Sent: Saturday, 14 October 2017 2:49 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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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. There must be an independent review of WestConnex before more billions are spent and more residents' lives are damaged. The EIS has insufficient detail for the impacts to be properly assessed and addressed. Public consultation has been inadequate but nonetheless has consistently shown **STRONG and SUSTAINED COMMUNITY OPPOSITION**. As public servants you work on behalf of us, the public. Throughout the planning and execution of this controversial and destructive project you and the NSW and Federal Governments have shown no such duty of care. The detailed design and construction planning will be undertaken by the successful contractors. We therefore community will have little say in the management of the impacts identified in the EIS. Elements of this project have attracted very few bids to build, demonstrating real design problems. Yet the destruction of neighbourhoods and people's homes has proceeded at fast rate. The project will bankrupt the city and benefit only a few developers. All evidence shows it will not improve traffic congestion in the long term. Even the EIS recognises that this would have a negative impact on the local area.

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

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

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From: Jacqueline Spiceley <campaigns@good.do>
Sent: Saturday, 14 October 2017 5:20 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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Yours sincerely, Jacqueline Spiceley 160 Johnston St, Annandale NSW 2038, Australia

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Please reply to Jacqueline Spiceley at spicja@hotmail.com.

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From: Luke Vanderzeil <campaigns@good.do>
Sent: Saturday, 14 October 2017 2:46 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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

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

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

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

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We simply need more public transport and less cars. Sydney is full.

Yours sincerely, Luke Vanderzeil 101/81 Foveaux St, Surry Hills NSW 2010, Australia

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Please reply to Luke Vanderzeil at luke.vanderzeil@me.com.

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Sent: Saturday, 14 October 2017 5:13 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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Yours sincerely, Francis Kazmierow 7/553-555 Elizabeth St Surr Hills NSW 2010

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Sent: Saturday, 14 October 2017 2:45 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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Sent: Saturday, 14 October 2017 2:31 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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There needs to be a major investigation into this flagrant abuse of the way NSW planning principles have been flouted for the whole of Westconnex and particularly Stage 3.

I agree with the Inner West Council that the NSW government's decision to release the WestConnex Stage 3 EIS just days after the end of the consultation period on the Concept Design "short-changed the inner west community." We would add that it shortchanges all of those who will depend on transport in Sydney in the future.

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

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

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

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

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

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

I object to the use of Darley Rd, Leichhardt as a dive site. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges and anyone who have

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, Diana Beaton 3/57 Prospect Rd, Summer Hill NSW 2130, Australia

_____ This email was sent by Diana Beaton 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 Diana provided an email address (dianabeaton1@gmail.com) which we included in the REPLY-TO field.

Please reply to Diana Beaton at dianabeaton1@gmail.com.

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

From: Evelina Polura <campaigns@good.do>
Sent: Saturday, 14 October 2017 5:08 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 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.

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

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

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

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. Only last week Citi 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.

More efficient, cost effective and environmentally friendly public transport and less polluting and expensive roads.

Yours sincerely, Evelina Polura 38 Maddison St, Redfern NSW 2016, Australia

This email was sent by Evelina Polura 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 Evelina provided an email address (evelinapolura@yahoo.com) which we included in the REPLY-TO field.

Please reply to Evelina Polura at evelinapolura@yahoo.com.

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

From: Alison Lyssa <campaigns@good.do>
Sent: Saturday, 14 October 2017 4:57 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.

Please stop this scandalous waste of public money. Cars make a negative contribution to the environment, to people's health and to the cohesion of local communities torn apart and /or made virtually uninhabitable by the giant uncrossable roads tearing through them. Stop doing it. Instead of more routes for cars, build public transport, preferably heavy rail plus light rail for local routes. Make save bicycle paths so that people can ride safely to and from transport hubs and places of education, business, work and recreation. 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.

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

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

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

Yours sincerely, Alison Lyssa 3/125 Old South Head Rd, Bondi Junction NSW 2022, Australia

This email was sent by Alison Lyssa 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 Alison provided an email address (alison.lyssa@sustainabletransport.com.au) which we included in the REPLY-TO field.

Please reply to Alison Lyssa at alison.lyssa@sustainabletransport.com.au.

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From: Matt Smith <campaigns@good.do>
Sent: Saturday, 14 October 2017 3:19 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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I live in this area so will be greatly affected. 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 and not much better off peak. 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.

My daughter attends Leichhardt Secondary School and am worried about her health. 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. Sydney is polluted enough by cars, why make it worst?

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

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

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We live under an extremely loud flight path already. More noise will make the area unbearable. 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)

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When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of 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.

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The EIS identifies a significant risk of leaks of contaminated water into Rozelle Bay and Alexandria Canal. Such risks to health of Sydney's waterways is not acceptable to me. The Sydney Motorway Corporation through its conduct at St Peters has shown that it cannot be trusted to manage contamination risks.

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

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

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

Yours sincerely, Matt Smith 210 Albion St, Leichhardt NSW 2040, Australia

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

Please reply to Matt Smith at matt_the_hairy_banana@hotmail.com.

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From: Karen White <campaigns@good.do>
Sent: Saturday, 14 October 2017 5:40 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.

Provide public transport! The suggestion of unfiltered stacks is disgusting. Community should have an opportunity for meaningful consultation and the way the St. Peter's residents were ignored and handled is also appalling.

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.

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

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

Yours sincerely, Karen White Queen St, Newtown NSW 2042, Australia

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Please reply to Karen White at karenwhite999@hotmail.com.

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From: Jodie Payne <campaigns@good.do>
Sent: Saturday, 14 October 2017 3:13 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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I look forward to your reply.

Yours sincerely, Jodie Payne 4/9-17 Newton Street Alexandria

This email was sent by Jodie Payne 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 Jodie provided an email address (jodierow11@bigpond.com) which we included in the REPLY-TO field.

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Sent: Saturday, 14 October 2017 3:13 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So 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.

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

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

Yours sincerely, Ananda Dickman 20/13-19 Angophora Circuit

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

Please reply to Ananda Dickman at kalidevlin@hotmail.com.

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From: Ryan Tate <campaigns@good.do>
Sent: Saturday, 14 October 2017 6:34 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

MY name is Ryan Tate and this is say 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.

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Yours sincerely, Ryan Tate Devine St, Erskineville NSW 2043, Australia

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Please reply to Ryan Tate at ryanjeremytate@gmail.com.

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From: Sara Carroll <campaigns@good.do>
Sent: Saturday, 14 October 2017 6:10 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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Sent: Saturday, 14 October 2017 6:31 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Secretary, re: WestConnex M4/M5 EIS, Project Number SSI 16_7485. Objection SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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Yours sincerely, Glenn Green 38 Wentworth St, Tempe

_____ This email was sent by Glenn Green 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 Glenn provided an email address (vadigga@gmail.com) which we included in the REPLY-TO field.

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From: Anna Rothbart <campaigns@good.do>
Sent: Saturday, 14 October 2017 6:08 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. I'm saddened by the lack of interest in the residents health and safety. I have major concerns and anxiety regarding pollution, noise, loss of parkland and ongoing disturbance to my daily life for years during the construction phase.

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 .

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Yours sincerely, Anna Rothbart Mitchell Rd, Erskineville NSW 2043, Australia

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Please reply to Anna Rothbart at anna2r@hotmail.com.

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Sent: Saturday, 14 October 2017 6:08 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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Sydney can and should do better than this. We should be putting money into more environmentally friendly solutions. Increasing public transportation so it's more appealing to not use your car. Besides Traffic in Newtown/ sydney is bad enough without creating more bottlenecks.

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.

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Sent: Saturday, 14 October 2017 6:00 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

Yours sincerely, Russ Hermann 14 Junior St, Leichhardt NSW 2040, Australia

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Please reply to Russ Hermann at russhermann@iprimus.com.au.

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From: Julia Beatty <campaigns@good.do>
Sent: Saturday, 14 October 2017 3:18 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS this proposal will devastate communities.

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.

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

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

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

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Yours sincerely, Julia Beatty 36 Northwood St, Camperdown NSW 2050, Australia

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From: Adam Marshall <campaigns@good.do>
Sent: Saturday, 14 October 2017 5:44 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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Sent: Saturday, 14 October 2017 7:32 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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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, James Saffery 32 Beattie St, Balmain NSW 2041, Australia

This email was sent by James Saffery 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 James provided an email address (james.saffery@gmail.com) which we included in the REPLY-TO field.

Please reply to James Saffery at james.saffery@gmail.com.

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

From: Desiree Medici <campaigns@good.do>
Sent: Saturday, 14 October 2017 6:30 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

Please, take a moment to hear, and read "The Voice of Your Constituents" on This Very Urgent Matter... I and so many others 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. Please..This is such an URGENT matter, needs "foresight". We need planning that "Benefits the People of Sydney" ... We "NEED" Planning that will be long-term. We need to be reassured that Our Politicians are listening to Us, and that money spent will be beneficial and productive in creating convivial outcomes for Everyone.

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 .

We 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.

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When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of 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.

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

Yours sincerely, Des Medici Pile Street, Marrickville. NSW.Australia

This email was sent by Desiree Medici 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 Desiree provided an email address (desarlemed@outlook.com) which we included in the REPLY-TO field.

Please reply to Desiree Medici at desarlemed@outlook.com.

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

From: Vicki Mallett <campaigns@good.do>
Sent: Saturday, 14 October 2017 6:26 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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I 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.

Furthermore, focus on and funding for a better public transport system would be more beneficial to the majority and a better long term solution – ultimately better use of tax payers (my) money.

Yours sincerely, Vicki Mallett Crown St, Surry Hills NSW 2010, Australia

This email was sent by Vicki Mallett 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 Vicki provided an email address (vicki_m@mail.com) which we included in the REPLY-TO field.

Please reply to Vicki Mallett at vicki_m@mail.com.

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From: Isabella Hellig <campaigns@good.do>
Sent: Saturday, 14 October 2017 7:16 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

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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, Isabella Hellig 36 Mill Hill Rd, Bondi Junction NSW 2022, Australia

This email was sent by Isabella Hellig 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 Isabella provided an email address (isabella.hellig@gmail.com) which we included in the REPLY-TO field.

Please reply to Isabella Hellig at isabella.hellig@gmail.com.

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From: Sabena Winston <campaigns@good.do>
Sent: Saturday, 14 October 2017 6:25 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.

WHERE IN THE WORLD HAVE MORE FREEWAYS BEEN CONSTRUCTED THAT WORK REALLY WELL! SHANGHAI AND TOKYO BOTH HAVE EXCELLENT PUBLIC TRANSPORT RAIL SYSTEMS.

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. **UNACCEPTABLE**

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. **YOU DO NOT HAVE MY AGREEMENT TO USE TAX PAYERS MONEY TO CREATE INFRASTRUCTURE THAT IS NOT FULLY PLANNED AND COSTED WITH A CAP ON COSTS.**

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. This is **UNACCEPTABLE**.

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. **UNFILTERED STACKS ARE OUTRAGEOUS . IS THIS JUST A LAZY OR INCOMPETENT IDEA?!**

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. UNACCEPTABLE

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. UNACCEPTABLE

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. UNACCEPTABLE

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. UNACCEPTABLE

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. UNACCEPTABLE

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. UNACCEPTABLE

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.

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Yours sincerely, Sabena Winston 31 Trevilyan Ave

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Submission to: Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: Sabena Winston Signature: 
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 Application Name: WestConnex M4-M5 Link	Address: 31 Trevelyan Ave Suburb: Rosebery Postcode 2018

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 suburb 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.