

23.9.17

Submission to: Planning Services Department of Planning and Environment GPO Box 39, Sydney, NSW 2001	Name: <u>Josephine Key</u> Signature: <u>[Signature]</u>
Attention: Director – Transport Assessments	Please include / delete (cross out or circle) my personal information when publishing this submission to your website. Declaration: I HAVE NOT made any reportable political donations in the late 2 years.
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: <u>10 Duke St</u> Suburb: <u>Balmain East</u> Postcode: <u>2041</u>

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

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

Submission to: Planning Services Department of Planning and Environment GPO Box 39, Sydney, NSW 2001	Name: <u>Josephine Key</u> Signature: <u>[Signature]</u>
Attention: Director – Transport Assessments	Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website. Declaration: I <u>HAVE NOT</u> made any reportable political donations in the late 2 years.
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: <u>10 Duke St</u> Suburb: <u>Brynmain East</u> Postcode: <u>2041</u>

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

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

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

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

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

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

Submission from:	Submission to:
Name: <u>M J de MERINSSOL</u>	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature: <u>[Signature]</u>	Attn: Director – Transport Assessments
Please <u>include</u> my personal information when publishing this submission to your website Declaration: <u>I HAVE NOT</u> made any reportable political donations in the last 2 years.	Application Number: SSI 7485 Application
Address: <u>20 Sabre Cr.</u>	Application Name: WestConnex M4-M5 Link
Suburb: <u>Woolllahra</u> Postcode: <u>2025</u>	

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

- ◇ *Heavy vehicle movements during peak hours – Leichhardt. The EIS states that 'reasonable and practical management strategies would be investigated to minimize the volume of heavy vehicle movements during peak hours.' (8-53). This is also not acceptable as it is not known what will actually be done to manage this impact. It is not good enough for the EIS, which forms the basis of the approval of this project, to simply mention 'investigations' and not detail a proper plan (on which residents can comment) on management of heavy vehicle movements during peak hours. In addition, Darley Road is very congested from 7am until 9.30am and then from 4pm-6.30pm, well outside the 'peak' periods identified in the EIS. And the impact on traffic will be caused by 'light' vehicles and not simply heavy vehicles. It is clear that there is no plan for managing these vehicle movements. The EIS should not be approved as drafted. It is unacceptable for this volume of vehicles to be proposed for this critical arterial road with no plan for management*
- ◇ *The volume of extra heavy traffic in the Rozelle area and the acknowledged impact this will have on local roads is completely unacceptable to me.*
- ◇ *It is stated that if congestion proves to be a problem then other solutions will have to be found. Other routes that are being considered will be using the Western Distributor, the Crescent, Victoria Rd, Ross St, Pyrmont Bridge Rd and Johnston St. The Crescent and Johnston St are clearly going to be used. This despite the fact that in a consultation those representing Westconnex assured residents of Annandale that neither Johnston St or Booth St would be used. It is expected that these routes will also be used for night transport. It is clear that it is unlikely that transportation routes shown in the EIS will be adhered to. This is unacceptable.*
- ◇ *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.*
- ◇ *Discharge of water into storm water at Blackmore Oval – Leichhardt The permanent substation and water treatment plant proposed for the Darley Road site facility should not be approved as part of the EIS. It proposes discharging water from the tunnels into the storm water canal near Blackmore Oval. This will devastate our waterways and impact negatively on the amenity of the bay which has four rowing clubs in close proximity. In addition, the environmental impacts of this discharge are not properly set out in the EIS.*

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

Name _____ Email _____ Mobile _____

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

Attention Director — Transport Assessments

Application Number: SSI 7485

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

Name:

Signature:

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Address:

Suburb:

Postcode: 2040

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

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

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

Name: Cyril Holder

Signature: [Signature]

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

Address: 30 Tivvamba Ct

Suburb: Glenmore Park Postcode: 2745

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

- ◇ It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With four unfiltered emissions stacks in the area plus a large number of exit portals, the residents of this area will suffer greatly from poisonous diesel particulates. This is negligent when you consider that, the World Health Organisation in 2012 declared diesel particulates carcinogenic. "As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments. Your Education Minister Rob Stokes declared in 2017, "No ventilation shafts will be built near any school."
- ◇ Where is the commitment to community consultation and to long term planning when the EIS for the M4/M5 Link is released before any response to the extensive community feedback on the M4-M5 Link concept design could possibly have been seriously considered. This demonstrates deep government contempt for the people of NSW and the communities of the Inner West of Sydney in particular.
- ◇ No workers associated with the WestConnex project should be permitted to park on local streets. Parking is at a premium in this area and many residents do not have off-street parking. The removal of 20 car spaces for five years as is proposed on Darley Road will worsen this situation as will the removal of 'kiss and ride facilities' at the light rail. There is also a pre-DA application for 120 units on William Street which is not taken into account in the EIS. This will place further stress on parking. The EIS needs to outright prohibit any worker parking on local streets.
- ◇ The impact of the project on cycling and walking will be considerable around construction sites. The promise of a construction plan is not sufficient. There has not been sufficient consultation or warning given to those directly affected or interested organisations. There needs to be a longer period of consultation so that the community can be informed about the added dangers and inconvenience, especially when you consider that it is over a 4 year period.
- ◇ In the EIS there are indications of what is to be expected in the Rozelle Rail Yards construction site and the Crescent Civil site. But the EIS states that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed. This may result in major changes to the project design and construction methodologies. The community will have no input into this process, so the community is totally powerless to be able to comment on what will actually be proposed, how it will be carried out and what will finally be built. This is not acceptable.

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

Name _____ Email _____ Mobile _____

<p>Attention Director Application Number: SSI 7485 Application</p> <p>Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p>	<p>Name: <u>JACOBE GARCIA MARTES</u></p> <p>Signature: <u>[Signature]</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>UNIT 3, 29 DENMICK ST</u></p> <p>Suburb: <u>RODFERN</u> Postcode: <u>2016</u></p>
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I object to the WestConnex M4-M5 Link proposals for the following reasons:

- A. 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.
- B. The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.
- C. The justification for this project relies on the completion of other projects such as the Western Harbour Tunnel which has not yet been planned, let alone approved.
- D. Are there other potentially serious problems with Sydney Water utility services (described at EIS 12-57) or with other utilities in other suburbs or along the proposed M4-M5 tunnel alignment? If so, the EIS proposals and application should not be approved till these are all disclosed, researched, surveyed and the resolution publicly published.
- E. The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters, Haberfield and Rozelle Interchanges will disrupt local transport networks including bus and active transport (walking and cycling).
- F. I oppose the destruction of any more of Sydney's heritage for WestCONNex. I am appalled that Sydney Motorway Corporation is seeking approval to tunnel under hundreds of highly valued heritage buildings in Newtown without any serious assessment of risk at all. This heritage belongs to all of Sydney.
- G. I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.
- H. It is clear that the tunnel portals will be major sites for more traffic congestion. Some intersections that are currently very congested will be just as bad in 2033.
- I. 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.

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Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>BEN CAHILL</u> Signature: <u>[Signature]</u>
Attention: Director – Transport Assessments	Please <u>include</u> my personal information when publishing this submission to your website Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: <u>6 Styles St</u> Suburb: <u>Leichhardt</u> Postcode <u>2040</u>

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

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| <p>A. It is outrageous to suggest that four unfiltered stacks would be built in one area in Rozelle</p> <p>B. 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.</p> <p>C. It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.</p> | <p>D. The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.</p> <p>E. I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.</p> <p>F. 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.</p> <p>G. 602 homes and more than a thousand residents near Rozelle construction sites would be affected by noise sufficient to cause sleep disturbance even if acoustic sheds and noise walls are used..The EIS promises negotiation to provide even more mitigation on a one by one basis. This is not acceptable to me. As other projects have demonstrated, those with less bargaining power or social networks have been left more exposed. In any case, there is no certainty that additional measures would be taken or be effective.</p> |
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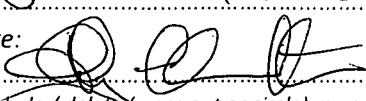
Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Margaret Cross</u> Signature: <u>[Signature]</u>
Attention: Director – Transport Assessments	Please include / delete (cross out or circle) my personal information when publishing this submission to your website. Declaration : I HAVE NOT made any reportable political donations in the last 2 years.
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: <u>42 BELMORE ST</u> Suburb: <u>THE ROCKS</u> Postcode <u>2038</u>

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

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

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<p>Attention Director Application Number: SSI 7485 Application</p> <p>Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p>	<p>Name: Jennifer Galbraith</p> <p>Signature: </p> <p>Please include / delete (cross out or circle) my personal information when publishing this submission to your website. I <u>HAVE NOT</u> made reportable political donations in the last 2 years.</p> <p>Address: 314-18 Mary St</p> <p>Suburb: St Peters Postcode 2044</p>
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I object to the WestConnex M4-M5 Link proposals for the following reasons:

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

Other comments :

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

Name _____ Email _____ Mobile _____

SUBMISSION: WESTCONNEX M4-M5 LINK



007809
REPLY PAID 88146
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:

Yours sincerely,

Ken Hall

DATE: 7/10/17

NAME: KEITH HALL
ADDRESS: 6 TURNER AV
HABERFIELD 2045
Email: khal3882@bigpond.net.au
Phone: 02 97994758

SUBMISSION: WESTCONNEX M4-M5 LINK

007810



REPLY PAID 88146
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:

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- **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:

Yours sincerely,

ANTHONY RINDICIO

DATE: 8 OCT 17

NAME: A RINDICIO
ADDRESS: 10 KARATAH ST
HABERFIELD
Email: ridingofar@yaho
com.au
Phone: 0798 4403

SUBMISSION: WESTCONNEX M4-M5 LINK

007811

REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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:

ABOUT THE CONSTANT NOISE AND DUST:
THE POLLUTION THE STACKS WILL BRING.
AND THE DEPRICIATION IT WILL BRING TO OUR SUBURB.

Yours sincerely,

Francesca Cucinotta
DATE: 6-10-2017

NAME: A-F. CUCINOTTA

ADDRESS: 208 ALT ST
HABERFIELD

Email: CUCICU45@YAHOO.COM

Phone: 0416 234 339

SUBMISSION: WESTCONNEX M4-M5 LINK

007812

REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

Dear Minister,

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- **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:

Exhaust stacks. Rob Stokes (Lib) says "No way in hell"
of motorway tunnel exhaust stacks near schools. What
about Haberfield PS Rob, you moron?

Yours sincerely,

Bernadette Carroll

DATE: 1/10/17

NAME: Bernadette Carroll

ADDRESS: 10 Tillock St
Haberfield.

Email: _____

Phone: _____

SUBMISSION: WESTCONNEX M4-M5 LINK

007813

REPLY PAID 88146
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:

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- **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:

Yours sincerely,

Leonard Symonds
DATE: 5/10/17

NAME: LEONARD SYMONDS
ADDRESS: 7 MILLER STREET
HABERFIELD 2045
Email: len.s@iinet.net.au
Phone: 9799-8804

SUBMISSION: WESTCONNEX M4-M5 LINK

007814

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:

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- **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 lack of information. We have no confidence in this project. I object to the money spent on advertising West-connex when so little is done to inform the community.

Yours sincerely,

John & Helen Carter
DATE: 7/10/2017

NAME: John & Helen Carter
ADDRESS: 13 Crescent St
Haberfield NSW 2045
Email: mrscarter@bigpond.com
Phone: 0408025714

SUBMISSION: WESTCONNEX M4-M5 LINK

007815



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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 CRACKING appearing in Walker Ave houses. Residents want some guarantee that any issues (cracks/damage) that did not appear in the delapidation reports would be repaired by West Connex professionally and promptly.*

• *The DUST & DIRT that has overwhelmed our houses (internally & externally) and yards needs thorough clearing when construction at the Wattle St/Parramatta Rd/Walker Ave site has been completed. Residents need a guarantee that this clearing will be done.*

Yours sincerely,

DATE: 10 October 2017

NAME: Peter + Cheryl BRIDGE

ADDRESS: 1 Walker Avenue
Haberfield

Email: bridgefamily4@bigpond.com

Phone: 0435767167

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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 accountability for the environmental restitution of all the scarifying mounds of earth - when & who will make these green again?

Yours sincerely,

Janet A Dash
DATE: 9/10/2017

NAME: MRS JANET A. DASH

ADDRESS: 11A Stanton Rd
Haberfield NSW 2045

Email: _____

Phone: (02) 9797 6246

From: [REDACTED]
Sent: Sun, 15 Oct 2017 23:37:33 +0000
To: [REDACTED]
Subject: FW: Submission Details for company Alexandria Residents' Action Group (org_object)
Attachments: 227978_WestConnex Stage 3 EIS_ ARAG Objection 20171016_2017Oct16_1035.pdf

From: system@accelo.com On Behalf Of Catherine Welch
Sent: Monday, 16 October 2017 10:36:08 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for company Alexandria Residents' Action Group (org_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Catherine Welch
 Organisation: Alexandria Residents' Action Group (Member)
 Govt. Agency: No
 [REDACTED]

Address:

[REDACTED]

Sydney, NSW
 2015

Content:

Please see the attached objection to the M4-M5EIS, which I am submitting on behalf of the Alexandria Residents' Action Group.

Submission: Online Submission from company Alexandria Residents' Action Group (org_object)
https://majorprojects.accelo.com/?action=view_activity&id=227978

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

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



WestConnex Stage 3 EIS (M4/M5 Link)

Submission by Alexandria Residents' Action Group (ARAG)

Summary

ARAG strongly objects to the WestConnex M4-M5 Link for the following reasons:

- There is a lack of strategic justification for the project. No feasible alternatives have been developed or assessed.
- It fails to meet the primary objectives of providing a direct motorway connection between Western Sydney and Sydney Airport and Port.
- The EIS does not adequately account for impacts on health and air quality. The EIS identifies an additional 5 unfiltered ventilation stacks to be constructed in inner Sydney – including our suburbs. In addition, local surface roads will be widened and traffic volumes will increase.
- There is no alignment with the NSW Government's priorities and policies for an integrated transport solution to Sydney's growth challenges
- There are severe impacts on the community of Alexandria and our neighbouring suburbs – now and for future generations
- The EIS forecasts that the Project will have deleterious effects on bus travel time and reliability.

Alexandria is already subjected to high levels of congestion due to rapid development and increases in population. The EIS shows that WestConnex is no solution to this – on the contrary, it will only worsen it. Moreover, if Alexandria and neighbouring suburbs are congested, the entire project will fail, as this is the end-point for the M4-M5 link.

Strategic Alternatives

The Secretary's Environmental Assessment Requirements (SEARS) require analysis of feasible alternatives to the project. But no feasible alternatives have been developed and no objective, evidence-based analysis of alternatives has been undertaken.

- Section 4.4 of the EIS purports to cover *Strategic Alternatives*, but does little more than offer a discussion of why an alternative was not pursued.
- Better use of existing road infrastructure has not been analysed as a feasible alternative. The EIS only refers to existing RMS programs.
- At a minimum, the EIS should carry out transport modelling and economic analysis to assess: improvements to the existing arterial road network (Strategic Alternative 1), alternative transport modes (Strategic Alternative 2) and travel demand management (Strategic Alternative 3)
- Given the disastrous record of similar tollway projects in the past, there should also be a discussion as to how modelling and forecasting practices have been improved
- The consideration of alternatives should also incorporate best practices from other leading global cities

Community complaints during construction

The EIS states that a Construction Traffic and Access Management Plan (CTAMP) “*would be developed in consultation with local Councils and stakeholders associated with public facilities adjacent to project site*”. However, the record to date is that communities – including residents in Alexandria – have not had their complaints fairly dealt with. When issues are raised, Sydney Motorway Corporation and Roads and Maritime Services each deny responsibility and blame each other for a lack of action. Moreover, undertakings which these organisations enter into are not necessarily honoured. As a result the community has no effective avenue for complaints to be resolved. A better system needs to be erected for this project to safeguard communities and preserve our democratic rights. This has to be guaranteed before project approval.

Traffic and transport modelling

There is no statement on the level of accuracy and reliability of the traffic modelling process. This is a major deficiency and is contrary to the SEARS.

Properly evaluated traffic modelling is essential due to overoptimistic traffic predictions in other recent toll road projects such as the Cross City Tunnel and Lane Cove Tunnel. Reliance on the strategic traffic model (WTRM) alone amounts to maladministration. The model assumes that routes in the network have the capacity to carry the forecast traffic. However, the heavily congested roads in inner city areas such as Alexandria do not. The WTRM results should therefore have been accompanied by a mesoscopic model. As is, it relies on implausible traffic volumes that exceed the physical capacity of the road links and intersections at numerous key locations.

The modelling process incorporates a non-standard definition of induced traffic (p.45 of Appendix H), as well as a very low percentage of induced demand (0.3%) in light of actual



experience. The Value of Travel Time is unpublished. All these assumptions need to be publicly released and subjected to rigorous independent assessment.

Sydney Gateway/Sydney Airport

The EIS states that the project will improve connection to the Sydney Airport and Port Botany. It will not. Without the Sydney Gateway, which is not part of this proposal, the traffic figures in the EIS show that network performance around the Sydney Interchange will either not improve significantly or even actually worsen. The M4-M5 link is reliant on a road which is unfunded and whose route has not been finalised.

Boundaries of the study area

The boundaries of the areas of operational modelling are too narrow to fully assess the Project's impacts on Alexandria, as well as key strategic centres such as the Sydney Central Business District. The St Peters operational model (Fig 8-6) does not, for example, cover the full length of Mitchell Rd or Euston Rd, and does not reach Fountain St or McEvoy St. This means that the Alexandria community is not able to judge the effects of the project on local streets. Impacts on local streets need to be modelled as part of the EIS.

Projected traffic volumes

The St Peters / Sydney Park Interchange will overwhelm the Mascot road network. As a result traffic levels were reduced to fit the modelling.

In order to make the model work, traffic that exceeds the free flow capacity of the network was reassigned to hours outside of the peak – i.e. the model assumes people shift the time they travel. However, the potential of shifting journey times to reduce overall traffic demand is not considered.

The modelling has thousands of unreleased cars at key locations; i.e. in reality those unreleased vehicles would result in vehicle queues and/or network failure.

The key intersection performance tables in App H (p.258) demonstrate that many intersections will either worsen (at the worst case scenario of LOS F) or remain unchanged particularly in 2033, including the following intersections:

- Princes Highway/Canal Road
- Princes Highway/Railway Road
- Unwins Bridge Road/Campbell Street
- Campbell Road/Bourke Road
- Princes Highway/Campbell Street

Volumes on the main links cannot be as high as what is claimed in the EIS. It is physically untenable.

The modelling shows the motorway exceeds reasonable operating limits in the peak in less than ten years.

The congestion in the St Peters network will also make the local bus network dysfunctional. Bus schedules in this area are already unreliable due to congestion; the EIS shows this will only worsen.

Impacts on surrounding road network and required upgrades not provided

The EIS notes that an 'Operational Traffic Performance Review' will be undertaken at 12 months and five years after the M4-M5 Link is open to consider the need for "post-opening mitigation measures" (Page 223, Chapter 9.8, Appendix H).

We object to this approach as it is contrary to the requirements of the EIS process.

The nature of these "post-opening mitigation measures" are not specified and their impacts could be significant, including: intersection and road widening (and associated property loss), banning parking in local centres, removal of trees, footpaths and cycling facilities. The residents of Alexandria have a reasonable expectation to understand whether such impacts form part of the project and they should be detailed in the EIS. They should not be left to a "wait and see" approach. Not only a proper analysis of demand, but also of traffic dispersion should be provided for connecting roads up to three kilometres from every exit and entry portal and the capacity of those roads analysed.

The cost of any such "network integration" works should very clearly be attributed to the project cost, and should not impact on the available RMS budget for the State road network normal maintenance and improvement budget.

The Secretary's Environmental Assessment Requirements (SEARs) for the EIS (Page 8-2 – Table 8-1) require the Applicant to consider the operational transport impact of toll avoidance, however information provided on toll avoidance in Chapter 9.8 (Page 222) of Appendix H is limited to four short paragraphs.

Air quality

Scientists have found that there is no safe level of air pollution. This is not only a personal tragedy for those directly affected, but also represents an increased burden on our health system. A thorough cost-benefit analysis that takes into account the health effects due to increased exposure is required.

Concentrations of some pollutants $PM_{2.5}$ and PM_{10} are already near the current standard and in excess of proposed standards (p9-81, p9-93). These particulates are a classified carcinogen and are known to have critical, and at times fatal, consequences if elevated. People living within 500 metres of heavily affected areas have demonstrably shorter lives.

The EIS states that the impact on regional air quality is minimal and thus concludes that the project's impact on ozone is negligible. Ozone is a major pollutant, affecting Western Sydney as well. Previous environment departments have spoken about the need for an eight-hour standard concentration and goal for ozone (DECCEW, 2010, State of Knowledge: Ozone). OEH needs to provide information about the value of this standard and on the impact of new motorways on that level.

The EIS should not be approved until an independent scientifically qualified reviewer has analysed the stated air quality outcomes and identified any deficits

The St Peters interchange is of particular concern to the residents of Alexandria. St Peters will have large volumes of vehicles accelerating and decelerating as they enter and exit tunnels and access roads, next to proposed playing fields. This is complicated by emissions stacks located in the Interchange – whereby pollution from the interchange is supercharged by the emissions from the stacks.



Land use and property

Increased traffic on local roads will decrease residential amenity and decrease the potential for new higher density housing. This will affect numerous streets, with particularly major impacts on streets in Alexandria: Euston Road, McEvoy, Botany, Wyndham Sts.

Urban design and amenity

The St Peters Active Recreation Area is of no value to the community. Sited around a ten-storey high motorway and in proximity to pollution stacks, it does not increase the amenity of our local area.

Increased traffic cannot be accommodated in our area, or in Central Sydney. It will further impede pedestrian movement and comfort and undermine easy access to public transport and reduce access to jobs over large areas of the city.

Carbon pollution

The operational Green House Gas (GHG) assessment is based on the WestConnex Road Traffic Model version 2.3 (WRTM v2.3). This model has major flaws and the unreliable outputs of the model put into question the GHG assessment.

The assessment states that there will be a net increase in GHG emissions in 2023 under the 'with project' scenario, however under the 2023 'cumulative' scenario, there will be a net decrease in emissions (page 22-15). However, as the 'cumulative' scenario includes the Sydney Gateway and Western Harbor Tunnel projects, which are not yet confirmed to proceed, the 'with project' scenario should be considered as a likely outcome – which would see an increase in emissions. Both scenarios for 2033 show a reduction in emissions vs the 'do minimum' scenario. This is likely to rely on 'free-flow' conditions for the Project for most of the day. Should this not occur, the modelled outcomes could be significantly different.

Emissions were not modelled beyond 2033. This is an omission, as the contractual life of the project is significantly longer, until 2060. The EIS states, on page 22-15, that 'it is expected that savings in emissions from improved road performance would reduce over time as traffic volumes increase'. Therefore, the longer-term outcome of the project is likely to be an increase in GHG emissions

Targets for renewable energy and carbon offsets are not aligned with NSW government policy. (Table 22-8)

Targets for renewable energy and offsets are unclear.

From: Lynette Waddell <campaigns@good.do>
Sent: Monday, 16 October 2017 11:50 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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The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. Key decisions have been left open in this EIS. Not to allow consultation on the final choice of construction sites would further compromise an already inadequate consultation process.

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

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. NSW RMS is currently reviewing this policy. A draft of this review should be published for public comment before this planning process is completed

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

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

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

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

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

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

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

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

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

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

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

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

The Social and Economic Impacts report refers to the socio-economic impact of tolls on Sydney communities. Toll avoidance would be a major impact of this project. The investigation and analysis of the impact of tolls is not adequate and underestimates the social, economic and health burden it will place on residents for decades to come.

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. There is insufficient explanation of the nature of the model, where it can be accessed and what function it plays in the analysis. Since so much else in the EIS including noise and air quality predictions are dependent on this forecasting, the lack of transparency makes it difficult for the EIS to be subject to independent critique.

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of many more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. NSW Planning has shown that it does not have the powers to enforce compliance. In this situation conditions are meaningless. I am appalled that there

is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.

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

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

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

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

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

Yours sincerely, Lynette Waddell 61 Johnston St, Annandale NSW 2038, Australia

This email was sent by Lynette Waddell 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 Lynette provided an email address (waddell.lyn@gmail.com) which we included in the REPLY-TO field.

Please reply to Lynette Waddell at waddell.lyn@gmail.com.

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Sent: Monday, 16 October 2017 11:35 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 damn thing is an abomination which does not take into account the well being if millions of Sydneysiders. Stop it now!

Yours sincerely, Ulrike Eckert 20 Llewellyn St, Marrickville NSW 2204, Australia

This email was sent by Ulrike Eckert 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 Ulrike provided an email address (mail@rikki.eckert.name) which we included in the REPLY-TO field.

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Sent: Monday, 16 October 2017 11:32 PM
To: DPE CSE Information Planning Mailbox
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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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Jane Jackobs once acutely observed that "The psuedoscience of planning seems almost neurotic in its determination to imitate empiric failure and ignore empiric success". 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, Dale Schoon 4 Carrington St, Lewisham NSW 2049, Australia

This email was sent by Dale Schoon 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 Dale provided an email address (d_schoon@msn.com) which we included in the REPLY-TO field.

Please reply to Dale Schoon at d_schoon@msn.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: Mary Burian <campaigns@good.do>
Sent: Monday, 16 October 2017 10:25 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 and urge the Secretary of Planning to advise the Minister to refuse the application. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS.

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

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

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

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. NSW RMS is currently reviewing this policy. A draft of this review should be published for public comment before this planning process is completed

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

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

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

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

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

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

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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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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.

Westconnex affects everyone.

Yours sincerely, Mary Burian 82A Angel St, Newtown NSW 2042, Australia

This email was sent by Mary Burian 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 (maryfairy_82@hotmail.com) which we included in the REPLY-TO field.

Please reply to Mary Burian at maryfairy_82@hotmail.com.

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From: Uli Kagi <campaigns@good.do>
Sent: Monday, 16 October 2017 10:19 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.

Stop, stop, stop this crazy project. There are smarter ways to invest in our future, or are we too stupid to learn from other's mistakes, such as LA? Just about anywhere else in the world public transport is massively expanded. Here we get a little bit of public transport and a massive road system, the cost of which is truly mind blowing. One must think of what a fantastic rail system could be built with this money, and we'd still have some left over.

I urge you to look into what has already or is on the way to be built for WestConnex and see how it could be altered/incorporated into a rail system.

Yours sincerely, Uli Kagi 63 Darley St, Newtown NSW 2042, Australia

_____ This email was sent by Uli Kagi 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 Uli provided an email address (sundials@dodo.com.au) which we included in the REPLY-TO field.

Please reply to Uli Kagi at sundials@dodo.com.au.

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From: Lulamay Craufurd gormly <campaigns@good.do>
Sent: Monday, 16 October 2017 10:52 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.

WestConnex is underway, despite community protest and local disturbances caused to many; losing their homes, public places and voices to a multi million project that benefits only the people with a finger in the pie. You've won. The road we don't need is being built. The least you can do is do it with the surroundings into consideration as a high priority to preserve. Do it right. Spend the money to do so and spend the time to make the smallest impact to the suburbs you are trawling through. I strongly object to this proposal and urge the Secretary of Planning to advise the Minister to refuse the application. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS.

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

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

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

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. City of Sydney experts and other academic experts have already rejected the traffic analysis on which WestConnex bases its case. Only last

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Yours sincerely, Lulamay Craufurd gormly 41 Flora St, Erskineville NSW 2043, Australia

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Please reply to Lulamay Craufurd gormly at lulamay.cg@gmail.com.

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Sent: Monday, 16 October 2017 9:53 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 acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances. With the Premier having now been referred to ICAC over the lease extension granted over this site, it is very clear that there has been a lack of transparency in the dealings with this site.

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

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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.

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 am completely opposed to the residents of St Peters being exposed to a high risk of being impacted by gases from exposed landfill for a further three years. The NSW EPA should not grant any further licenses that would allow such events to occur.

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

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

Yours sincerely, Sally Virgoe 53 Crown St, St Peters NSW 2044, Australia

This email was sent by Sally Virgoe 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 Sally provided an email address (virgoe.sally@abc.net.au) which we included in the REPLY-TO field.

Please reply to Sally Virgoe at virgoe.sally@abc.net.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: Katie Doyle <campaigns@good.do>
Sent: Monday, 16 October 2017 9:48 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 object to the proposed unfiltered Iron Cove smokestack being located less than 100 metres from homes and Rozelle Primary School. I firstly ask that no stack be installed or constructed at the Iron Cove entrance. Rozelle Interchange Project Manager Peter Jones has said that SMC have the technology to relocate the stack without detriment to tunnel safety.

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

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

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

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

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 Rozelle Public School and our home would be near such unfiltered stacks. NSW RMS is currently reviewing this policy. A draft of this review should be published for public comment before this planning process is completed.

With four unfiltered emissions stacks planned 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. In ignoring this you continue to place at risk the health and safety of the local residents and school children.

WestConnex said in a meeting at Rozelle Public School last month that the increase in emissions from unfiltered stacks was so "statistically negligible" that it would only cause 0.2 child fatalities (caused by morbidity, leading to death, as opposed to mortality, causing death) averaged over a year.

Over five years, this is a whole child. That means even before 5 years of 24/7 construction is completed, one child will die, and it's incredible that anyone would use dead children as a unit to measure emissions impact.

They didn't say 0.2 of a person, or 0.2 of an individual – the specific words said were 0.2 of a child. Who would use dead children as a unit of measurement? And say any child's death is "statistically negligible"? How many children will have to die over the life of the project? And whose children will have to die because of these "statistically negligible" emissions?

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

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

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

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

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

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

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

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

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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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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, Katie Doyle 12 York Pl, Rozelle NSW 2039, Australia

_____ This email was sent by Katie Doyle 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 Katie provided an email address (katie.a.doyle@gmail.com) which we included in the REPLY-TO field.

Please reply to Katie Doyle at katie.a.doyle@gmail.com.

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From: Rebecca Mar Young <campaigns@good.do>
Sent: Monday, 16 October 2017 9:40 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.

I, Rebecca Mar Young of 277 Belmont Street Alexanria strongly object to this proposal and urge the Secretary of Planning to advise the Minister to refuse the application. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS.

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

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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. NSW RMS is currently reviewing this policy. A draft of this review should be published for public comment before this planning process is completed

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

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

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

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Yours sincerely, Rebecca Mar Young 277 Belmont St, Alexandria NSW 2015, Australia

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

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

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

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

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

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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.

The Social and Economic Impacts report refers to the socio-economic impact of tolls on Sydney communities. Toll avoidance would be a major impact of this project. The investigation and analysis of the impact of tolls is not adequate and underestimates the social, economic and health burden it will place on residents for decades to come.

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. There is insufficient explanation of the nature of the model, where it can be accessed and what function it plays in the analysis. Since so much else in the EIS including noise and air quality predictions are dependent on this forecasting, the lack of transparency makes it difficult for the EIS to be subject to independent critique.

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of many more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. NSW Planning has shown that it does not have the powers to enforce compliance. In this situation conditions are meaningless. I am appalled that there is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.

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

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

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

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

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of 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 heritage report ignores potential impacts on hundreds of homes in Newtown and Rozelle which are part of Sydney's valued history. This report is incomplete and should not be accepted. Given that the EIS acknowledges that buildings can be damaged by tunnelling, there should have been a full report on all heritage buildings within the tunnel project boundaries.

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, Caroline Upsall 7A Foucart St, Rozelle NSW 2039, Australia

This email was sent by Caroline Upsall via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the FROM field of this email to our generic no-reply address at campaigns@good.do, however Caroline provided an email address (ctadams75@gmail.com) which we included in the REPLY-TO field.

Please reply to Caroline Upsall at ctadams75@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: Elizabeth Raymond <campaigns@good.do>
Sent: Monday, 16 October 2017 9:18 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.

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

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

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

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

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. NSW RMS is currently reviewing this policy. A draft of this review should be published for public comment before this planning process is completed

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

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

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

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

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

We want more public transport and a walking city.

Yours sincerely, Elizabeth Raymond 9 Perry St, Lilyfield NSW 2040, Australia

This email was sent by Elizabeth Raymond 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 Elizabeth provided an email address (lizknits99@gmail.com) which we included in the REPLY-TO field.

Please reply to Elizabeth Raymond at lizknits99@gmail.com.

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From: Matt Roberts <campaigns@good.do>
Sent: Monday, 16 October 2017 8:16 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.

Please stop this planned debacle, to make Sydney liveable for everyone. Encouraging more cars in an overly congested city is not the way.

We have a great opportunity here to focus on providing access to better public transport options that will improve Sydney. This is far more beneficial for the Sydney environment and has not been adequately addressed.

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

NSW Planning must recommend a halt to the planning process and an independent review of WestConnex before more billions are spent and more residents' lives are damaged. Residents all over Sydney, experts, Councillors and even potential investors have all queried the information supplied by the Sydney Motorway Corporation and NSW Roads and Maritime Services. In this situation, it would be unprofessional of NSW Planning to rubber stamp this inadequate document. None of this has ever been properly answered. And mistakes have obviously already been made – such as Euston Road which is evidence of how badly this has been planned

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

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

Yours sincerely, Matt Roberts 177 Mitchell Rd, Alexandria NSW 2015, Australia

This email was sent by Matt Roberts 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 (mattroberts@netspace.net.au) which we included in the REPLY-TO field.

Please reply to Matt Roberts at mattroberts@netspace.net.au.

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From: Brent Goldman <campaigns@good.do>
Sent: Monday, 16 October 2017 6:45 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.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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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. NSW RMS is currently reviewing this policy. A draft of this review should be published for public comment before this planning process is completed

I understand that options exist not to place stacks near schools and this should be considered as a priority to minimise the overall harmful impact to Children from this project.

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

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

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

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

were unlikely to be achievable. They are arguing that due to toll avoidance and the opening of Badgery's Creek airport, the actual traffic figures will be lower than predicted. In this situation, it would be negligent for NSW Planning to approve this project.

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

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

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

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

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

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

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

The Social and Economic Impacts report refers to the socio-economic impact of tolls on Sydney communities. Toll avoidance would be a major impact of this project. The investigation and analysis of the impact of tolls is not adequate and underestimates the social, economic and health burden it will place on residents for decades to come.

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. There is insufficient explanation of the nature of the model, where it can be accessed and what function it plays in the analysis. Since so much else in the EIS including noise and air quality predictions are dependent on this forecasting, the lack of transparency makes it difficult for the EIS to be subject to independent critique.

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of many more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. NSW Planning has shown that it does not have the powers to enforce compliance. In this situation conditions are meaningless. I am appalled that there

is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.

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

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

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

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

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of 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 heritage report ignores potential impacts on hundreds of homes in Newtown and Rozelle which are part of Sydney's valued history. This report is incomplete and should not be accepted. Given that the EIS acknowledges that buildings can be damaged by tunnelling, there should have been a full report on all heritage buildings within the tunnel project boundaries.

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, Brent Goldman 20 Cambridge St, Rozelle NSW 2039, Australia

This email was sent by Brent Goldman 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 Brent provided an email address (brentjgoldman@gmail.com) which we included in the REPLY-TO field.

Please reply to Brent Goldman at brentjgoldman@gmail.com.

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From: Yanni Kronenberg <campaigns@good.do>
Sent: Monday, 16 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'm writing to register my objection to this proposal and to let you know that I strongly oppose the M4/M5 Link.

My primary objections are as follows:

I'm extremely concerned about the decrease in air quality caused by this project, particularly in areas within proximity to the smoke stacks. I understand the smoke stacks are to be unfiltered. Even if filtration was applied to the smoke stacks, it has been shown that only the largest particles are filtered, but it is the smallest particles which are impossible to remove with filtration systems, that are the most dangerous to the community's health.

Construction of roads has shown in many peer reviewed studies to stimulate the increase of traffic until the point at which congestion is equal to that before the new roads were in place. Public transport infrastructure investment on the other hand has been shown to decrease the number of cars on the roads. This is an archaic method of dealing with transportation, and one which will cease to ease congestion and traffic shortly after it is completed.

There are many areas in the EIS which appear to use estimates rather than empirical evidence, without sufficient referencing, when determining for example the impact on properties in close proximity to the tunnelling works.

I'm very concerned about the degradation of visual amenity of the areas adjacent to the tunnel entry and exit points, not to mention the increased noise and pollution.

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

Yours sincerely, Yanni Kronenberg 261 Balmain Rd, Lilyfield NSW 2040, Australia

_____ This email was sent by Yanni Kronenberg 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 Yanni provided an email address (y.kronenberg@gmail.com) which we included in the REPLY-TO field.

Please reply to Yanni Kronenberg at y.kronenberg@gmail.com.

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From: Janet Burstall <campaigns@good.do>
Sent: Monday, 16 October 2017 6:11 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 and urge the Secretary of Planning to advise the Minister to refuse the application. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS.

NSW Planning should recommend a halt to the planning process and an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

I am upset that already the Rozelle railyards are being torn up on the basis of a very flimsy EIS. If construction were to begin, the impact on the area would be devastating. In the long term, future public transport options could be destroyed or made prohibitively expensive. I will focus for the moment on the immediate impact of the construction process. Considering the simple problems of dust management, noxious gasses and the handling of toxic materials like asbestos that have been so inappropriately dealt with on Stages 1 and 2 by Westconnex, this intersection of Stage 3 is a disaster waiting to happen. It should not be allowed to proceed without a massive investigation. What is shown in the EIS, certainly does not provide a basis on which this project could be approved. There are indications in the EIS of what could be expected in the Rozelle Rail Yards construction site and the Crescent Civil site. But the EIS states that only after Construction contractors have been engaged would project designs and methodologies be worked out. This may result in major changes to the project design. The community will have no input into this process, so the community is totally powerless to be able to comment on what will actually be proposed, how it will be carried out and what will finally be built. This is not acceptable. This is just another example of the lack of public consultation for the project. According to the EIS the Rozelle Rail Yards would have 400 car parking spaces for workers. There would be no car parking spaces at the Crescent Civil site. The daily workforce for these sites is stated to be approximately 550. This means that there would be approximately 150 additional vehicles that would not be able to park in the Construction sites on a daily basis. The EIS suggests workers would use public transport. If not, they would have to park on local streets in the area. Parking is already at a premium in the surrounding suburbs and is worsening all the time with the success of the Light Rail and out of area commuters daily leaving their cars at light rail stops. It is totally unacceptable that the local streets accommodate contractors extra vehicles on a daily basis over a 5 year construction period in an area where parking is already very scarce. This impact on local traffic has not been sufficiently taken into account in the 'cumulative impacts' report. The Rozelle Yards site will generate an enormous amount of traffic in an already congested area. I think this has been underestimated in the EIS and ask that the assessment of the impact be independently evaluated. 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. There would be 5 entrances/exits to the Rozelle Yards site off Lilyfield Road for light vehicles and 2 entrances/exits for heavy vehicles off the City West Link. The 2 entrances on the City West Link, one opposite the exit of the Crescent and one 400 metres further West on the City West Link will have to have traffic controls set up to allow trucks to access and exit. There will be a big increase in traffic congestion in this area, the main route to Anzac Bridge and Victoria Rd, which I drive on a regular basis. According to the 'concept design', the tunnels under Rozelle/Lilyfield are going to be in three levels. SMC engineers have told residents that the top one of these will only be 15 metres from the surface. The EIS does not explain how such an exchange would be built. It does not explain what safety procedures would be undertaken to deal with situations like serious congestion, accidents or fire if it should be built. With a serious hold up on the deepest of these tunnels, the air quality will very quickly become toxic unless substantial air conditioning is a major part of the design. I am very concerned about many other consequences of the West Connex project, including:

- the health consequences of the unfiltered pollution that will be spreading around schools and homes in the area.
- the lack of commitment to a recreation area in the Rozelle goods yard
- the destruction of future public transport corridors, I have already heard that train tracks are being ripped up prior to approval.
- The fast tracking of the contracting process, and lack of a time to respond to public feedback prior to signing the contract, is bad for accountability, public governance and confidence in our democracy.

It would be socially irresponsible to approve this project. I am totally opposed to it.

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, Janet Burstall 2 Campbell Ave, Lilyfield NSW 2040, Australia

_____ This email was sent by Janet Burstall 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 Janet provided an email address (j.burstall@optusnet.com.au) which we included in the REPLY-TO field.

Please reply to Janet Burstall at j.burstall@optusnet.com.au.

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From: Jennifer Craig <campaigns@good.do>
Sent: Monday, 16 October 2017 5:47 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 am writing to voice my very strong objections to the above proposal for reasons of an inadequate assessment of the impacts which will have an overwhelming affect on the people of Sydney. I urge the Secretary of Planning to advise the Minister to refuse the application, and to address, in detail, all the concerns I am raising in this submission.

Although I am just one citizen writing to you about this issue here, I know am by no means the only doing so. Moreover, experts as well as Councillors and even potential investors have all been pressing for a considered review of the information supplied by the Sydney Motorway Corporation and NSW Roads and Maritime Services. This broad concern in the community and financial sector alike suggests that any hurrying through of the EIS would be a grave mistake and a negligent act of governance.

A major objection is that any proper consultation is being ruled out by this project, since 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'. Clearly, the EIS makes no allowances for we, the community, to have any opportunity whatsoever to comment, in the future, on the Preferred Infrastructure Report which forms the basis of the approval conditions of this project. In fact, we see that there has been no attempt on the part of SMC to consider alternatives as it had been directed to do so earlier. I therefore object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of submissions on the concept design, including a major one from the Inner West Council, have been ignored. I am even aware that the City of Sydney put forward a well-prepared alternative

plan for the project. Why has it been ignored? What kind of consultation process is this?

I am astounded that unfiltered pollution stacks, which will be emitting poisonous diesel particulates, are being considered for any residential area of Sydney, let alone that several of these stacks are to be built in one area. And why is it that these stacks are intended to be placed close to schools? In 2012, the World Health Organisation declared diesel particulates to be carcinogenic. There is already clear evidence, then, that these sorts of unfiltered stacks are an egregiously negligent aspect of the EIS.

There are further problems with the proposal. As well as the pollution, there are issues of congestion and noise pollution for those who live near the roads. Since many experts, including those in the City of Sydney and academia, have questioned the traffic analysis on which WestConnex bases its case, all the studies that have emerged from their so-called analysis would have to be flawed. And this includes the supposed results. Even Citi financial analysts have registered the view that the outcomes of the project are unlikely to be achievable. I am aware that, should this tollway and all other proposed tollways be completed, the St Peters Interchange and Frederick Street in Ashfield will be very much more congested in 2033. How is it, then, that there is any basis whatsoever for continuing with the EIS as it stands?

There are so many objections to this EIS, that I will not attempt to list them here. I can only urge the Secretary of NSW Planning to advise the Minister to reject it, and to publish my name and submission in accordance with the undertaking on your website, and also to provide a written response to each of the objections I have raised.

Yours sincerely, Jennifer Craig 390 Wilson St, Darlington NSW 2008, Australia

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Please reply to Jennifer Craig at jencraig.jaac@gmail.com.

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From: Helen O'Toole <campaigns@good.do>
Sent: Monday, 16 October 2017 4:41 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 have lived at 63 Pritchard Street in Annandale for twenty years and the WestConnex development will have an serious impact on me and my family.

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

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

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

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

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. NSW RMS is currently reviewing this policy. A draft of this review should be published for public comment before this planning process is completed

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

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

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

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

were unlikely to be achievable. They are arguing that due to toll avoidance and the opening of Badgery's Creek airport, the actual traffic figures will be lower than predicted. In this situation, it would be negligent for NSW Planning to approve this project.

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

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

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

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

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

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The Social and Economic Impacts report refers to the socio-economic impact of tolls on Sydney communities. Toll avoidance would be a major impact of this project. The investigation and analysis of the impact of tolls is not adequate and underestimates the social, economic and health burden it will place on residents for decades to come.

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. There is insufficient explanation of the nature of the model, where it can be accessed and what function it plays in the analysis. 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.

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is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.

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

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

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

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

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The heritage report ignores potential impacts on hundreds of homes in Newtown and Rozelle which are part of Sydney's valued history. This report is incomplete and should not be accepted. Given that the EIS acknowledges that buildings can be damaged by tunnelling, there should have been a full report on all heritage buildings within the tunnel project boundaries.

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, Helen O'Toole 63 Pritchard St, Annandale NSW 2038, Australia

This email was sent by Helen O'Toole 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 Helen provided an email address (heleno4@bigpond.com) which we included in the REPLY-TO field.

Please reply to Helen O'Toole at heleno4@bigpond.com.

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From: Nick Wood <campaigns@good.do>
Sent: Monday, 16 October 2017 10:03 PM
To: DPE CSE Information Planning Mailbox
Subject: [SPAM DETECTED BY EXO] Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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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. Key decisions have been left open in this EIS. Not to allow consultation on the final choice of construction sites would further compromise an already inadequate consultation process.

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

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. NSW RMS is currently reviewing this policy. A draft of this review should be published for public comment before this planning process is completed

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. Not enough research has been done by the NSW on the ongoing effects of unfiltered ventilation stacks in and around areas that have them. Filtering the stacks would ensure that those living in the Rozelle area in particular are safe from these issues. Whilst I understand this would potentially create an expensive precedent for the government, there are very few areas in Sydney that have as many ventilation stacks in such a close proximity.

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

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

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. City of Sydney experts and other academic experts have already rejected the traffic analysis on which WestConnex bases its case. Only last

week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. They are arguing that due to toll avoidance and the opening of Badgery's Creek airport, the actual traffic figures will be lower than predicted. In this situation, it would be negligent for NSW Planning to approve this project.

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

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

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

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

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

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

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

The Social and Economic Impacts report refers to the socio-economic impact of tolls on Sydney communities. Toll avoidance would be a major impact of this project. The investigation and analysis of the impact of tolls is not adequate and underestimates the social, economic and health burden it will place on residents for decades to come.

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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.

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

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

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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 am completely opposed to the residents of St Peters being exposed to a high risk of being impacted by gases from exposed landfill for a further three years. The NSW EPA should not grant any further licenses that would allow such events to occur.

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

Yours sincerely, Nick Wood 4 Goodsir St, Rozelle NSW 2039, Australia

This email was sent by Nick Wood 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 Nick provided an email address (nick_wood@live.com.au) which we included in the REPLY-TO field.

Please reply to Nick Wood at nick_wood@live.com.au.

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From: Georgina Christodoulou <campaigns@good.do>
Sent: Monday, 16 October 2017 9:55 PM
To: DPE CSE Information Planning Mailbox
Subject: [SPAM DETECTED BY EXO] Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

Our family is right in the midst of the chaos that is the WestConnex.

Many of the concerns we have raised seem to have fallen on deaf ears.

In some drawings we see the tunnel stretch directly underneath our home and then we're told that the tunnel design has not been finalised.

In light of the noise, never ending dust and vibrations that we are fit to suffer, I feel the EIS does little to allay our concerns about noise, dust and vibrations from the construction as well as ongoing noise, pollution and vibrations from 24x7 traffic travelling around and under our home.

My understanding of WestConnex was to provide the link between the M4 and M5 and the airport and port. The current design does not even factor in the links to the airport and port, rather all the traffic will be spewed onto local roads.

I cannot fathom how our local roads will cope with the increase traffic especially along Euston Rd, Unwins Bridge Rd and Edgewater Road.

And finally I strongly oppose the use of unfiltered stacks to deal with exhaust fumes and ongoing pollution. Especially with schools so close by.

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

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

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

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

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buildings can be damaged by tunnelling, there should have been a full report on all heritage buildings within the tunnel project boundaries.

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, Georgina Christodoulou 63 Crown St, St Peters NSW 2044, Australia

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From: Simone Meskauskas <campaigns@good.do>
Sent: Monday, 16 October 2017 5:01 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

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

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I am not convinced that the underground construction will not impact the lives of residents in my street as we are above this area of the WestConnex project.

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

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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, Simone Meskauskas 54 Starling St, Lilyfield NSW 2040, Australia

This email was sent by Simone Meskauskas 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 Simone provided an email address (simone.mesk@gmail.com) which we included in the REPLY-TO field.

Please reply to Simone Meskauskas at simone.mesk@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

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

Name: LYNETTE FRYER

Signature: L. Fryer

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: 80A GORDON AVE

Suburb: SOUTH GRANVILLE NSW Postcode 2142

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

- ◆ **Crash statistics – City West Link and James St intersection.** The EIS only analyses crash statistics near the interchanges. It does not provide any detail as to the number of crashes at the James St/City West Link intersection which, on Transport for NSW's own figures, is the third most dangerous intersection in the inner west. Nor does it comment on the two fatalities that occurred on Darley Road near the proposed construction site. The EIS needs to detail the increased risk in crashes that will be caused by the additional 170 vehicles a day that are proposed to enter and leave Darley Road during the construction period.
- ◆ **I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed.** There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
- ◆ **The tunnels under Rozelle/Lilyfield are going to be in three levels.** The EIS does not explain what safety procedures are being built into the project to deal with situations like serious congestion, accidents or fire. With a serious hold up on the deepest of these tunnels it is clear that the air quality will very quickly become toxic unless substantial air conditioning is a major part of the design. There is no in depth detail about how these issues are going to be addressed. This is not acceptable.
- ◆ **The TfNSW website says "The Sydney Metro West project is Sydney's next big railway infrastructure investment" but the Cumulative Impact assessment by AECOM (App C) does not include West Metro.** A business case for West Metro should be completed before determination of the Project.
- ◆ **Emissions were not modelled beyond 2033.** This is an omission, as the contractual life of the project is significantly longer, until 2060. The EIS states, on page 22-15 that 'it is expected that savings in emissions from improved road performance would reduce over time as traffic volumes increase'. Therefore, the longer-term outcome of the project is likely to be an increase in GHG emissions
- ◆ **Improving connectivity with public transport, including trains, light rail and bus services in the inner west would make the Parramatta Road corridor a more attractive place to live, work and socialise.**
- ◆ **Given that the modelling for air quality is based on the traffic modelling, which, as shown above, is fundamentally flawed, and given poor air quality has a significant health impact the EIS should not be approved until an independent scientifically qualified reviewer has analysed the stated air quality outcomes and identified any deficits**

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 LYNETTE FRYER Email lyn.fryer@gmail.com Mobile 0

From: Christine Hawkins <campaigns@good.do>
Sent: Monday, 16 October 2017 4:10 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS

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

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

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. NSW RMS is currently reviewing this policy. A draft of this review should be published for public comment before this planning process is completed.

My children attend Haberfield Public School and we live on Walker Avenue, so I deeply concerned by the effect that the smokestack on Walker Avenue will have on our long-term health through direct exposure to poisonous diesel particulates. I call for the ventilation stacks to be filtered. I note that when this stage is completed, the Haberfield stack will release toxic emissions from two sections of WestConnex over our community. I cannot understand why if the NSW government is spending billions of dollars on this project, it cannot afford to filter the stacks.

The visual impact is important too. If it has to be located there it should in some way be sympathetic to the local area. 'Greening' the exterior with living plants may help the appearance somewhat. The Walker Avenue Residents Group has suggested this but it seems to have been ignored by the contracted construction company to date.

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

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

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

I am also concerned that the traffic figures relied upon in the EIS are simply not reliable. AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic. Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated.

I am also concerned that as a resident of Haberfield, two construction plans, Option A or Option B, both of which will have severe impacts on the community, have been proposed. In fact the EIS hints at other options that have not been fully disclosed.

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

There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods.(Executive Summary xxvii). It is unacceptable that as residents we 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.

As a parent to 2 children at Haberfield Public School and as a local resident, it is not appropriate or in the public interest for a construction site for Australia's most significant road project to be located approximately 200m from a large primary school where more than 600 students are moving to and from the school every weekday.

The Parramatta Road West civil and tunnel site is proposed to include tunnel excavation as well as stockpiling of excavated material and spoil haulage 24 hours a day, 7 days a week, which will have significant noise and air quality impacts for surrounding residences as well as students and staff of the school.

The light vehicle and heavy vehicle traffic associated with Option B (including over 140 heavy vehicle movements per day) would create real and significant safety risks for school children and their parents in travelling to and from the school during school drop-off and pick-up times.

The proposal would lead to long term significant traffic impacts along Bland Street particularly light traffic movements going to and from the civil site entrance/exit on Bland Street, and likely loss of parking near the school due to construction vehicles parking along local roads.

The dust associated with the demolition work on the Muir's sites followed by the tunnelling and spoil haulage activity will increase the risk of respiratory illness in our children.

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

The heritage report ignores potential impacts on hundreds of homes in Newtown and Rozelle which are part of Sydney's valued history. This report is incomplete and should not be accepted. Given that the EIS acknowledges that buildings can be damaged by tunnelling, there should have been a full report on all heritage buildings within the tunnel project boundaries. We have already lost enough of our heritage, particularly in Haberfield and Concord, without losing more.

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, Christine Hawkins 52 Walker Ave, Haberfield NSW 2045, Australia

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Please reply to Christine Hawkins at christinehawkins@hotmail.com.

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From: Kaushik Sen <campaigns@good.do>
Sent: Monday, 16 October 2017 3:47 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.

Surely the way of the future is to invest in public transport. WestConnex seems to hold no regard for human health and negative environmental impact. You are well aware that WestConnex will not positively impact traffic congestion, so why is so much public money being spent on this project?

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

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

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

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

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. NSW RMS is currently reviewing this policy. A draft of this review should be published for public comment before this planning process is completed

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

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

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

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. City of Sydney experts and other academic experts have already rejected the traffic analysis on which WestConnex bases its case. Only last

week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. They are arguing that due to toll avoidance and the opening of Badgery's Creek airport, the actual traffic figures will be lower than predicted. In this situation, it would be negligent for NSW Planning to approve this project.

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

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

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

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

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

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

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

The Social and Economic Impacts report refers to the socio-economic impact of tolls on Sydney communities. Toll avoidance would be a major impact of this project. The investigation and analysis of the impact of tolls is not adequate and underestimates the social, economic and health burden it will place on residents for decades to come.

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. There is insufficient explanation of the nature of the model, where it can be accessed and what function it plays in the analysis. Since so much else in the EIS including noise and air quality predictions are dependent on this forecasting, the lack of transparency makes it difficult for the EIS to be subject to independent critique.

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of many more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. NSW Planning has shown that it

does not have the powers to enforce compliance. In this situation conditions are meaningless. I am appalled that there is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.

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

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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 am completely opposed to the residents of St Peters being exposed to a high risk of being impacted by gases from exposed landfill for a further three years. The NSW EPA should not grant any further licenses that would allow such events to occur.

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

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

Yours sincerely, Kaushik Sen 49 Taylor St, Annandale NSW 2038, Australia

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From: Damien Ricketson <campaigns@good.do>
Sent: Monday, 16 October 2017 2:50 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 am concerned about the long-term health impacts of my two young children growing up a couple of hundred metres from an unfiltered smokestack. A short international survey reveals there are many better-value models to deliver transport solutions for Sydneysiders without the environmental damage.

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

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

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Yours sincerely, Damien Ricketson 31 Roberts St, St Peters NSW 2044, Australia

This email was sent by Damien Ricketson 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 Damien provided an email address (damienricketson@gmail.com) which we included in the REPLY-TO field.

Please reply to Damien Ricketson at damienricketson@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: Peta Gilbert <campaigns@good.do>
Sent: Monday, 16 October 2017 3:04 PM
To: DPE CSE Information Planning Mailbox
Subject: A submission to WestConnex

To whom it may concern,

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

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

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

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

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. NSW RMS is currently reviewing this policy. A draft of this review should be published for public comment before this planning process is completed

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

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

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

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

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

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

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

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

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

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

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

The Social and Economic Impacts report refers to the socio-economic impact of tolls on Sydney communities. Toll avoidance would be a major impact of this project. The investigation and analysis of the impact of tolls is not adequate and underestimates the social, economic and health burden it will place on residents for decades to come.

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. There is insufficient explanation of the nature of the model, where it can be accessed and what function it plays in the analysis. Since so much else in the EIS including noise and air quality predictions are dependent on this forecasting, the lack of transparency makes it difficult for the EIS to be subject to independent critique.

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of many more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. NSW Planning has shown that it does not have the powers to enforce compliance. In this situation conditions are meaningless. I am appalled that there is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.

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

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

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

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

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of 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 heritage report ignores potential impacts on hundreds of homes in Newtown and Rozelle which are part of Sydney's valued history. This report is incomplete and should not be accepted. Given that the EIS acknowledges that buildings can be damaged by tunnelling, there should have been a full report on all heritage buildings within the tunnel project boundaries.

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, Peta Gilbert 5 Jane St, Balmain NSW 2041, Australia

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Please reply to Peta Gilbert at peta.gilbert@hotmail.com.

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From: Rachel Silver <campaigns@good.do>
Sent: Monday, 16 October 2017 2:27 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 agree with all of the below, and think that in particular that it is beyond belief that smoke stacks will not be filtered. In this day and age, why would the opportunity not be taken to ensure cleaner air for us and our children, the next generation.

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

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

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

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS. The SMC should be required to engage with this plan and to respond to it. Any responsible system of governance would require that.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of many more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. NSW Planning has shown that it does not have the powers to enforce compliance. In this situation conditions are meaningless. I am appalled that there is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.

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

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

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

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

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

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

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

Yours sincerely, Rachel Silver 361 Annandale St, Annandale NSW 2038, Australia

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From: Daniel Sturrock <campaigns@good.do>
Sent: Monday, 16 October 2017 1:45 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.

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

NSW Planning should reject this EIS and recommend a halt to the planning process while there is an independent review of the Project.

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

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

SMC was required to consider alternatives. This section in the EIS is token at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS. The SMC should be required to engage with this plan and to respond to it. Any responsible system of governance would require that.

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

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

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

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

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

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I 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.

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, Daniel Sturrock 5 Easton St, Rozelle NSW 2039, Australia

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Sent: Monday, 16 October 2017 2:13 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.

Please stop this disaster. You are destroying our city with this outrageous plan.

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

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

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

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

The noise and air quality studies are completely dependent on the accuracy of the traffic analysis and assumptions. If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. City of Sydney experts

and other academic experts have already rejected the traffic analysis on which WestConnex bases its case. Only last week Citi financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. They are arguing that due to toll avoidance and the opening of Badgery's Creek airport, the actual traffic figures will be lower than predicted. In this situation, it would be negligent for NSW Planning to approve this project.

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

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

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

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

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

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

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

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

When measuring the impacts in the EIS, it is important to bear in mind the mismanagement of the project to date and residents have little confidence that any measures set out in the approval document will, in fact, be complied with. During 2017 residents in St Peters have been subject to appalling odours which have damaged the health of some community members and damaged the quality of life of many more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. NSW Planning has shown that it does not have the powers to enforce compliance. In this situation conditions are meaningless. I am appalled that there is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.

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

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

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

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

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

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

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

Yours sincerely, Gerard Wain 406/23 Colgate Ave, Balmain NSW 2041, Australia

This email was sent by Gerard Wain 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 Gerard provided an email address (gwain@bigpond.net.au) which we included in the REPLY-TO field.

Please reply to Gerard Wain at gwain@bigpond.net.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: Victoria Batchelor <campaigns@good.do>
Sent: Monday, 16 October 2017 1:15 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 Victoria Batchelor and this is the first time I have ever submitted an objection which shows how strongly opposed to this project I am. I am a rate payer and a voter and professional city worker with a full-time job.

I am so worried about the unfiltered smoke stacks as my 8-year-old nephew attends Birchgrove Public School and we own a house in the area. I feel strong enough about this issue that it will impact my voting in state and council elections for years to come. Please listen to us.

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

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

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS. The SMC should be required to engage with this plan and to respond to it. Any responsible system of governance would require that.

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

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

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

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

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

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

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

Please listen to your community and voters!

Yours sincerely, Victoria Batchelor 21 Macquarie Terrace, Balmain NSW 2041, Australia

This email was sent by Victoria Batchelor 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 Victoria provided an email address (vicbatchelor@hotmail.com) which we included in the REPLY-TO field.

Please reply to Victoria Batchelor at vicbatchelor@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: Dee Carter <campaigns@good.do>
Sent: Monday, 16 October 2017 12:44 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.

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.

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

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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'.

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, Deidre Carter 71 Piper Street

_____ This email was sent by Dee Carter 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 Dee provided an email address (dee.a.carter@gmail.com) which we included in the REPLY-TO field.

Please reply to Dee Carter at dee.a.carter@gmail.com.

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From: Elisabeth Baulch <campaigns@good.do>
Sent: Monday, 16 October 2017 12:42 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

Sydney residents don't need more roads, we need better public transport and infrastructure for active transport. Please bring our city up to speed with other world cities.

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

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

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

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

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

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

Yours sincerely, Elisabeth Baulch 63/2-6 Brown St, Newtown

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Please reply to Elisabeth Baulch at binkbaulch@gmail.com.

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From: Eran Asoulin <campaigns@good.do>
Sent: Monday, 16 October 2017 12:26 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.

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. I am especially concerned that the possibilities for public transport and other environmentally friendly alternatives were not properly considered.

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

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

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS. The SMC should be required to engage with this plan and to respond to it. Any responsible system of governance would require that.

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

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

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

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

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

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

were unlikely to be achievable. They are arguing that due to toll avoidance and the opening of Badgery's Creek airport, the actual traffic figures will be lower than predicted. In this situation, it would be negligent for NSW Planning to approve this project.

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

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

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

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

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

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

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

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

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

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

community members and damaged the quality of life of many more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. NSW Planning has shown that it does not have the powers to enforce compliance. In this situation conditions are meaningless. I am appalled that there is a significant risk that these odours would continue if Stage 3 is approved. I would strongly object to the NSW EPA granting a license for this project on the basis of this application and with no clear plan for how contamination would be controlled. No community should be treated in this manner.

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

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

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

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

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

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

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

Yours sincerely, Eran Asoulin 154 Unwins Bridge Rd, St Peters NSW 2044, Australia

This email was sent by Eran Asoulin 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 Eran provided an email address (e.asoulin@gmail.com) which we included in the REPLY-TO field.

Please reply to Eran Asoulin at e.asoulin@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

SUBMISSION: WESTCONNEX M4-M5 LINKREPLY PAID 88 146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

16 OCT 2017

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:

Yours sincerely,

McIntyre
DATE: 10.10.17

NAME: JOY MCINTYRE
ADDRESS: 15 NORTHCOTE ST
HABERFIELD
Email: joy.schulz@aapt.net.au
Phone: 0407 288443

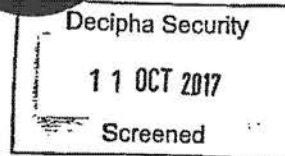
SUBMISSION: WESTCONNEX M4-M5 LINK



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- **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:

Yours sincerely,

DATE: _____

NAME: Joan Wessels
ADDRESS: 89, Tillook St.
HABERFIELD 2045
Email: jwessels@bigpond.net.au
Phone: 04 9208161

SUBMISSION: WESTCONNEX M4-M5 LINK



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JO HAYLEN MP
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I am also concerned about:

The initial information in reference to the Rozelle Rail Yards in August 2016 showed parkland & now appears not to be the same situation. Also there appears to be much emphasis on exhaust stacks producing unfiltered air harmful to health & environment.

Yours sincerely,

Christian Bracci

DATE: FRIDAY 13th October 2017

NAME: CHRISTIAN BRACCI
ADDRESS: 104/47-51 LILYFIELD ROAD
ROZELLE NSW 2039
Email: christian.bracci@hotmail.com
Phone: 0408350321

[REDACTED]

From: ElectorateOffice LaneCove <ElectorateOffice.LaneCove@parliament.nsw.gov.au>
Sent: Friday, 13 October 2017 12:37 PM
To: [REDACTED]
Subject: FW: WestConnex Objection
Attachments: Westconnex Stage 3 EIS Objection.pdf

Importance: High

Hi [REDACTED]

Can you please advise if this one is for you?

Please note that he is not a constituent of Lane Cove.

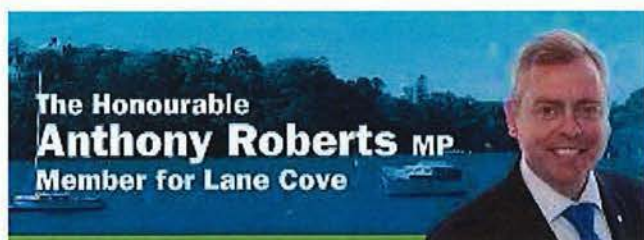
Regards

[REDACTED]
OFFICE OF THE HON. ANTHONY ROBERTS MP
MEMBER FOR LANE COVE
Minister for Planning, Minister for Housing
Special Minister of State
Leader of the House

Tel: 02 9817 4757

Email: lanecove@parliament.nsw.gov.au

Address: PO Box 524, GLADESVILLE NSW 1675



This message is intended for the addressee named and may contain confidential information. If you are not the intended recipient, please delete it and notify the sender. Views expressed in this message are those of the individual sender, and are not necessarily those of the office or the Minister.

From: Christian Bracci [mailto:christianb@rhconcord.com.au]
Sent: Friday, 13 October 2017 12:18 PM
To: ElectorateOffice LaneCove
Subject: FW: WestConnex Objection
Importance: High

Attention Mr Anthony Roberts MP

As a resident at Rozelle I wish you to object to stage 3 of the Westconnex project as outlined in the EIS.

Please find attached

Kind Regards,



Christian Bracci
Commercial & Business Development Manager

M 0408 350 321 D 02 8397 7821 T 02 9736 3877 F 02 9743 6809
31 Majors Bay Road, Concord NSW 2137

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SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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Minister for Planning
GPO Box 5341, Sydney NSW 2001

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Yours sincerely,

Christian Bracci

DATE: FRIDAY 13th October 2017

NAME: CHRISTIAN BRACCI

ADDRESS: 104/47-51 LILYFIELD ROAD
ROZELLE NSW 2039

Email: christian.bracci@hotmail.com

Phone: 0408350321

SUBMISSION: WESTCONNEX M4-M5 LINK



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- **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:

- ① the cumulative effect in my suburb Annandale of aircraft pollution plus airborne chemicals from the unfiltered exhaust stacks. Many schools will be impacted by this pollution in Annandale and Rozelle.
- ② increased traffic on The Crescent and Johnston St, Annandale.
- ③ Construction noise in Annandale, day and night.

Yours sincerely,

G. Johnston

DATE: 12/10/17

NAME: Gwenda JOHNSTON

ADDRESS: 378 Annandale St.
Annandale 2038

Email: _____

Phone: _____

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: [REDACTED]
	Address: [REDACTED]
Application Number: SSI 7485	Suburb: [REDACTED] Postcode [REDACTED]
Application Name: WestConnex M4-M5 Link	Signature: [REDACTED]
<p style="text-align: center;">Please <u>include / Exclude (circle)</u> my personal information when publishing this submission to your website Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.</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, and request the Minister reject the application.

Air quality – exhaust emissions:

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to minimise the risks to human health and the environment to the greatest extent practicable. The proponent has the option of doing without a tunnel construction site at this location either by not having a mid-point dive site or by selecting one of the an alternative locations which have been identified and which allow for trucks to enter directly from the City West Link and which are well away from pedestrians and school children.

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because of the risk it will create of inhalation of fine particulate matter from diesel exhaust. The Darley Road Civil and Tunnel Construction site at Leichhardt should not be allowed to proceed because of the risk caused by diesel fumes from spoil trucks at the intersection of James St with the City West Link.

Traffic and transport - spoil haulage routes:

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to assess the impacts of all the spoil haulage routes to and from the site that SMC is considering. These include the option of staging trucks from Sydney Ports at James Craig Rd, creating an off-ramp from the City West Link near North Leichhardt Light Rail and running trucks underground in established tunnels. These spoil haulage routes will have different impacts and the proponent is obliged to identify them.

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

Attention Director
Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

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

Tunnel vertical alignments:

In 5.3.6 of Chapter 5 the EIS states that 'the tunnels would generally have grades of less than four per cent. However, isolated locations connecting to the surface road network may require short lengths of steeper grades of up to eight percent.

These grades would generally match with existing conditions on local surface roads or are required to ensure appropriate ground conditions with no direct property impacts. In 2014 the RMS Advisory Committee on Tunnel Air Quality published a technical paper (TP09) 'Evolution of road tunnels in Sydney'.

The paper highlights the key lessons learnt from over 20 years of experience in assessing and operating long road tunnels as it relates to the assessment, design and operation of ventilation systems to manage air quality in and around tunnels.

A key lesson learnt identified in the paper is the need to minimise the gradient of the tunnel. 'The M5 East has a gradient of eight per cent at the exit of the westbound tunnel. The increase in gradient resulted from a late design change to facilitate the placement of tunnel spoil between Bexley Road and King Georges Road. This was to substantially reduce the number of truck movements on local roads during construction.

The unintended consequence of this change was that vehicles exiting the west bound tunnel are under significant load with multiple consequences for air emissions. Firstly vehicle emissions per distance travelled significantly increase with increase in grade. This is especially the case for laden heavy vehicles (eg trucks returning from the port).

- a. Secondly the steep grade slows down heavy vehicles which contribute to congestion throughout the west bound tunnel further adding to vehicle emissions as compared to free flowing traffic. Consequently the Cross City and Lane Cove tunnels were designed to minimise gradients.'
- b. As a result of this analysis the RMS concludes that a key design requirement for new road tunnel projects is to minimise grades. It is therefore astonishing that the proponent is now planning to ignore this advice and repeat the mistakes of the M5 and incorporate tunnels with inclines of up to eight per cent. These steep tunnels will have multiple direct impacts on air emissions.
- c. vehicle emissions per distance travelled significantly increase with increase in grade. This is especially the case for laden heavy vehicles which the tunnel is intended to take off local roads and which are intended to be users of the tunnel
- d. the steep grade slows down heavy vehicles which will contribute to congestion further adding to vehicle emissions as compared to free flowing traffic.

The proponent should be required to redesign the tunnels so that no gradient exceeds 4%.

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

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Depths of tunnelling, inaccuracy of EIS diagrams:

The EIS states that the risk of ground settlement is lessened where tunnelling is more than 35m (EIS Vol 2B App E p1).

The depths of tunnelling in streets leading to and around the Inner West Interchange are astonishingly low, eg John St at 22m, Emma St at 24m, Hill St at 28m, Moore St 27m, Piper St 37m, (Vol 2B Appendix E Part 2), Catherine St at 28m (Vol 2B Appendix E Part 1), homes would indisputably sustain damage or cracking at these depths.

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

This puts the height of tunnels at 7.5m and changes the depths of the tunnels considerably, so the tunnel under John St, for instance, instead of being 22m below, would in fact be less than 20m.

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

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

Further, without provision for full compensation for damage sustained there would be **no incentive** for contractors, or Roads and Maritime Services, to minimise damage to homes or indeed to have any concern for damage sustained.

Previous experience tells us that numbers of people in the ongoing construction of Stages 1 and 2 have suffered extensive damage to their homes caused by vibration, tunnelling activities, and changed soil moisture content costing thousands of dollars to rectify, and although they followed all the elected procedures their claims have not been settled. Insurance policies will not cover this type of damage. The onus has been on them to prove that damage to their homes was caused by Westconnex. There is nothing addressing these major concerns in the EIS. This is totally unacceptable.

Attention Director
Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

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

Air quality – exhaust emissions:

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable.

In particular I object to the Darley Road Civil and Tunnel Construction site because of the impact it will have on health.

In 9.3 'Construction assessment methodology' of the EIS the proponent states that one of the main air pollution and amenity considerations at demolition/construction sites is increased concentrations of airborne particles and NO₂ due to exhaust emissions from on-site diesel-powered vehicles and construction equipment.

In 9.3 the proponent also states that 'Exhaust emissions from on-site plant and site traffic are unlikely to have a significant impact on local air quality, and in the majority of cases they would not need to be quantitatively assessed.'

This assessment is incorrect in the case of the Darley Road Civil and Tunnel Construction site in Leichhardt and the Department of Planning must require the proponent to submit an assessment.

The proponent sets out elsewhere in the EIS its plan to run spoil trucks in and out of the site via Darley Rd / James St. A full laden truck and dog driving up the steep blind section of Darley Rd / James St will have to use high gears and high revs to get up the hill. This will take longer than for other vehicles because of the size of a truck and dog and the extensive traffic queuing that takes place at the intersection. The proponent anticipates there being a truck every 4 minutes in peak hour which coincides with the peak of foot traffic near the intersection. This means a truck every traffic light cycle. This will create unacceptable concentrations of diesel exhaust in an area used by a lot of pedestrians to get to and from the North Leichhardt light rail stop.

The Darley Road Civil and Tunnel Construction site in Leichhardt should not be allowed to proceed because of the health impacts from diesel exhaust.

Attention Director**Application Number: SSI 7485****Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001****Application Name: WestConnex M4-M5 Link**

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

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Asbestos contaminated site:

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable.

The proponent in identifying the potential contamination impacts at Darley Road states that: 'Previous soil investigations identified fill material with slightly elevated metals and PAHs, although the site is still suitable for ongoing commercial/industrial land use. A UST has also been decommissioned. If present and not appropriately controlled, there is potential for:

- a. Direct contact, inhalation and ingestion risk to site workers from contaminated soil or hazardous building materials via dust
- b. Discharge of contaminated surface water to the stormwater system and ultimately Hawthorne Canal and Iron Cove
- c. Incorrect handling or disposal of spoil
- d. Disturbance of actual or potential acid sulfate soils at the western end of the site which could impact local soil and water quality.

The proponent's assessment is defective as it fails to identify the risk to local residents and anyone else in the neighbourhood of excavated soil containing contaminants and asbestos being blown into nearby streets and into homes and gardens of adjoining properties. The proponent's assessment is defective because having identified the presence of asbestos on the site it fails to specifically identify the potential for inhalation of asbestos either by workers or residents.

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because of the impact that disturbance of asbestos and other contaminants will have on health and on property. The community should not be put at risk when a dive site is not necessary.

Attention Director
Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

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Contaminated site:

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable.

The proponent rates contamination at this site as a medium risk yet the proponent's track record in managing these risks suggests otherwise.

- 1) In April 2016 Marrickville Council voted to release confidential legal advice which suggested that WestConnex had been operating for months without any legal approval, including in the handling of toxic waste and asbestos. (<http://www.southernthunderer.com.au/westconnex-acts-illegally-in-handling-of-toxic-waste-and-asbestos/>)
- 2) In September 2016 it was reported by the ABC that a former employee of Sydney excavation company Moits, Daniel McIntyre, has claimed the company supplied asbestos-laden road base to the WestConnex project (<http://www.abc.net.au/news/2016-09-01/asbestos-westconnex-allegations-labor-calls-for-works-to-stop/7803378>)
- 3) In August 2017 it was reported by the Parramatta advertiser that Granville and Harris Park residents living in a hotspot asbestos dumping ground, who have been warned not to mow their lawns too short or dig in their back yards for fear of deadly contamination, say they are inhaling dust kicked up by WestConnex trucks. (<http://www.dailytelegraph.com.au/newslocal/parramatta/granville-and-harris-park-residents-fear-contamination-from-asbestos-from-dust-created-by-westconnex-trucks/news-story/853d43d153da6c5edeb64d1043b00c68>)
- 4) In August 2017 the NSW Environment Protection Authority (EPA) has fined WestConnex contractors CPB Contractors \$8,000 following an investigation into the emission of offensive odours at the St Peters Interchange worksite in March this year. <http://www.epa.nsw.gov.au/epamedia/EPAMedia030817.htm>

On numerous occasions in Campbell Street St Peters residents have observed inadequate and dangerous risk asbestos management practices by WestConnex contractors such as using hoses to damp down dust and material containing asbestos without wearing protective clothing.

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because of the impact that disturbance of asbestos and other contaminants will have on health and on property. The community should not be put at risk when a dive site is not necessary.

Attention Director
Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

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

Dust emission from construction activities:

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable.

The proponent appears to downplay the impact of dust emission from construction activities by stating that 'It is difficult to reliably quantify dust emissions from construction activities. Due to the variability of the weather it is impossible to predict what the weather conditions would be when specific construction activities are undertaken'.

This is an astonishing statement given the fact that the proponent is undertaking identical construction activities at numerous other sites as part of Stages 1 and 2 of the project. The proponent should by now be able to reduce any risks and impacts to zero in all weather circumstances. The proponent has failed to demonstrate that it is capable of managing risks that are capable of being managed and its proposals for the Darley Road Civil and Tunnel Construction site at Leichhardt should be rejected on this basis.

The proponent appears to downplay the impact of dust emission from construction activities further by stating that 'Any effects of construction on airborne particle concentrations would also generally be temporary and relatively short-lived.' This is also an astonishing statement given that a consequence of even one exposure to asbestos is fatal lung disease, not to mention the risk to children and adults with asthma. One asthma attack can result in death.

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because it creates an unacceptable risk to the health of workers and residents due to the dust impacts from demolition and construction and in addition will cause loss of amenity to residents.

SUBMISSION: WESTCONNEX M4-M5 LINK



007854-M00007
REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

23 OCT 2017

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:

Yours sincerely,



DATE: 12/10/2017

NAME: [REDACTED]

ADDRESS: [REDACTED]

Email: [REDACTED]

Phone: [REDACTED]

Attention Director

Application Number: SSI 7485

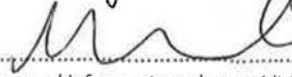
Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001

Application Name: WestConnex M4-M5 Link

Name:

Rory Lloyd

Signature:



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

Address:

8 North St

Suburb:

Balmain

Postcode

2041

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

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

Janette Willett

bg1961@optusnet.com.au

28 Callan St

Rozelle NSW 2039 Australia

Your view on the application: I object to it

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

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

WestCONnex is an environmental & social disaster costing the people of NSW 45 billion dollars plus to build and ever increasing tolls for the next 40 years.

The criminal thing is that it will NOT solve traffic jams, make private corporations rich and cause illness & death to the population from the ever increasing fumes being pumped out of those tunnels. Baird & Berejiklian are responsible for this & should be charged with manslaughter! The slogan should be "WestCONnex- The Death of Sydney".

Any government with a conscience would tear up the contracts and deliver to Sydney a state of the art, fast, clean transport system that will provide service to us now and to future generations. If they don't, there will be no future generations due to disease and the effects of climate change.

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,

Janette Willett

Maria Bradley

mariabradley64@gmail.com

64 Brook St

Coogee NSW 2034 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.
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- 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

Westconnex will turn our city into LA. A giant car park. It is a poor outcome for public money, poses too great a risk to public health and therefore Stage 3 should not go ahead. Our underground public train system should be improved instead

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,

Maria Bradley

SUBMISSION: WESTCONNEX M4-M5 LINK

007858

REPLY PAID 88146
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;
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- 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 loss of value to my property in the interim. I am a (78yrs) pensioner who wishes to downsize but 2 attempts to sell in the past year and a half has shown dramatic down value at my property. Now the finish time is 2022???. The increased traffic & workers parking in my street has also greatly negatively impacted me.

Yours sincerely,
M. Lucalitti
DATE: 5/10/17

NAME: MARIA LUCALITTI
ADDRESS: 51 NORTHCOTE ST
HABERFIELD 2015
Email: dahora@bigpond.com
Phone: 0403877104

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

007859

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:

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- **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 ad-hoc way the whole project has been planned & released in a piecemeal fashion to the public.

Yours sincerely,

Trevor Bell
DATE: *6/10/2017*

NAME: *Trevor Bell*
ADDRESS: *15 Yagmar Ave*
Haberfield
Email: *thabell@GPs.com.au*
Phone: *0404082626*

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

Dear Minister,

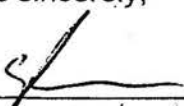
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- **ROUTE:** I urge you to investigate alternatives that mitigate the disaster that is the first two stages of WestConnex without further impacting inner west communities.

I am also concerned about:

THE USE OF TAXPAYERS & PRIVATE INVESTMENT MONEY FOR INFRASTRUCTURE THAT ADDS TO THE TRANSPORTATION ISSUES OF NSW. THIS PROJECT SHOULD HAVE BEEN PART OF THE ORIGINAL MOTORWAYS DEVELOPMENTS OF THE PAST. THE MONEY SHOULD NOW BE PUT TOWARDS PUBLIC TRANSPORTATION.

Yours sincerely,


DATE: 12/10/17

NAME: SAM FREEMAN

ADDRESS: 4 LINDSAY ST

PANANIA 2213

Email: _____

Phone: 0405343781

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

Dear Minister,

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I am also concerned about:

HAVING LIVED ADJACENT TO THE WORK SITE ON WALKER AVE HABERFIELD IT IS
GROSSLY UNFAIR TO CONTINUE THE IMPACT ON THE RESIDENTS IN WALKER AVE PART 201
WE HAVE PUT UP WITH NOISE, DIRT, CRACKING IN OUR HOUSE, PARKING ISSUES,
ANXIETY AND BEEN COMPLETELY PUT OUT FOR THE LAST 2 YEARS. MOVE ON &
LEAVE US ALONE!

Yours sincerely,

DATE: 11/10/2017

NAME: BRAD HODSON

ADDRESS: 19 WALKER AVE
HABERFIELD NSW

Email: bfhodson@gmail.com

Phone: 0409659706

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
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 lack of concern for the health of the future generation. Unfiltered stacks? COME ON!!!

Yours sincerely,

L. Glover
DATE: 12/10/17

NAME: LOUISE GLOVER
ADDRESS: 30 ULM ST
ERMINGTON
Email: lo4loumb81@gmail.com
Phone: _____

SUBMISSION: WESTCONNEX M4-M5 LINK

007863



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

Dear Minister,

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- **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:

Sad to see a beautiful suburb being ruined. Beautiful federation homes destroyed to make way for concrete jungle.

Yours sincerely,

C. Talarico

DATE: 13/10/17

NAME: MRS C. TALARICO

ADDRESS: 17 ROGERS AVE
HABERFIELD 2045

Email: _____

Phone: 97983071

SUBMISSION: WESTCONNEX M4-M5 LINK

007864



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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:

Yours sincerely,

JOSH CARTER
DATE: 12/10/17

NAME: JOSH CARTER
ADDRESS: 269 RAMSAY ST
HABERFIELD
Email: _____
Phone: _____

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

007865

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

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- **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:

Yours sincerely,



DATE: 9-10-17

NAME: VINCENT CROW

ADDRESS: 7 JUDLEY ST,
HABERFIELD

Email: VACROW@HOTMAIL.COM

Phone: 0412 707 898

SUBMISSION: WESTCONNEX M4-M5 LINK



007866
REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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:

our local neighbourhoods being used as rat runs to avoid traffic snarls, parking and the lack of such, pollution coming from the unfiltered stacks, safety for all our school children with schools along heavy traffic areas.

Yours sincerely,

Mr. F. McInerney
DATE: *12th October 2017.*

NAME: *M.F. MCINERNEY*

ADDRESS: *10 DENMAN AVE*

HABERFIELD 2045

Email: *gerrymci@bigpond.com*

Phone: _____

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:

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- **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 future health of our children, because of the unfiltered stacks. I am upset at the lack of interest from our governing politicians to appreciate or act on this.

Yours sincerely,

G. Fernandes
DATE: 11/10/17

NAME: Carvin Fernandes
ADDRESS: 18/115 Alt Street
Ashfield, NSW - 2131
Email: _____
Phone: _____

SUBMISSION: WESTCONNEX M4-M5 LINK



007868
REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

Dear Minister,

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- **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 unforeseen health impacts of unfiltered exhaust stacks, particularly in relation to local schools and the community near them.

Yours sincerely,

DATE: 11.10.17

NAME: Samantha Bryen
ADDRESS: 15/2-8 Beresford Rd,
Strathfield 2135
Email: s.bryen@hotmail.com
Phone: 0466693773

SUBMISSION: WESTCONNEX M4-M5 LINK



007869
REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

Dear Minister,

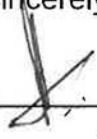
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- **ROUTE:** I urge you to investigate alternatives that mitigate the disaster that is the first two stages of WestConnex without further impacting inner west communities.

I am also concerned about:

health of the community especially as a result of if the proposed unfiltered stacks are implemented.
In addition the increased traffic & the parking inconvenience for such an extended period.

Yours sincerely,


DATE: 11/10/2017

NAME: MILTON LUIZ

ADDRESS: 9 DANBY ST

PROSPECT NSW 2148

Email: luiz-milta@hotmail.com

Phone: _____

SUBMISSION: WESTCONNEX M4-M5 LINK



007870
REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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:

Health factors specifically for children and the elderly due to unfiltered exhaust stacks.

Yours sincerely,

DATE: 11/10/17

NAME: Nick Apostolakis
ADDRESS: 121 HOLT ROAD
TARON POINT
Email: napostolakis@bigpond.com
Phone: 0419 221 411

SUBMISSION: WESTCONNEX M4-M5 LINK



007871
REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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:

1. The health of the kids who live and go to school in this area.
 2. The increased traffic and the pollution it will cause to people living there.
 3. Extended timeframe for
- Yours sincerely, *in discomfort*

Cham
DATE: 11/10/17

NAME: Cham Arora
ADDRESS: 37 Vinegar Hill
Road Kellyville Ridge
Email: aroral@hotmail.com
Phone: 0434271534

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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 UNFILTERED EXHAUST STACKS NEGATIVE
EFFECT ON THE HEALTH & WELL BEING
OF CHILDREN IN SCHOOLS & DAY CARE -
IN ASHFIELD AND ROZELLE - AS WELL AS THE AGED
AND DYING IN ROZELLE BALMAIN HOSPITAL

Yours sincerely,


DATE: 10.10.17

NAME: PAUL JUFFERMANS

ADDRESS: 14 PASHLEY ST
BALMAIN, NSW, 2041

Email: _____

Phone: _____

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

The Hon. Anthony Roberts,
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- **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:

I am concerned about the future health impacts on children and other people who live and work in the area.
I am concerned that as people become seriously ill or die that class actions will be litigated against the government for allowing this.
I am worried the health impacts will be

Yours sincerely, as great as those of
asbestos victims and
similar litigation will
take place
as that
involving
James
Hardy

A-C Shaw

DATE: 10/12/17

NAME: Alison Shaw
ADDRESS: 37/10-12 Thomas St
Parramatta NSW 2165
Email: alshawgga@hotmail.com
Phone: 0449639659



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:

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- **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 impact this will have for children & families now and in the future
the impact to the area and surrounding areas & suburbs.
the impact on people's health & well-being.
It is absurd that we are forced to write & express our concerns
a subject that has strategies that should already be in place for the
greater good of the community.

Yours sincerely,
F. Mesiti

DATE: *10/10/17*

NAME: *Frank Mesiti*

ADDRESS: *49 Dalhousie St*

Haberfield, NSW 2045

Email: _____

Phone: _____

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;
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- **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:

As a life time educator my main concern is the long term effect of unfiltered stacks on the well being of all the people who live and work within the area surrounding the M4-M5 link and particularly in the range of stacks

Yours sincerely,

Patricia Tully
DATE: 11.10.17

NAME: PATRICIA TULLY
ADDRESS: 101/678 VICTORIA RD
RYDE NSW 2112
Email: —
Phone: —

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
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:

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- **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:

- Further destruction of heritage housing, trees & park areas
- = 'Rat runs' through Haberfield streets → have already encountered near misses with speeding drivers attempting to avoid construction areas

Yours sincerely,

Felicia Eccles

DATE: 14/10/17

NAME: FELICIA ECCLES
ADDRESS: 3 NICHOLLS AVE
HABERFIELD 2045
Email: felicious81@yahoo.com.au
Phone: 97978583

SUBMISSION: WESTCONNEX M4-M5 LINK



007877
REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

Dear Minister,

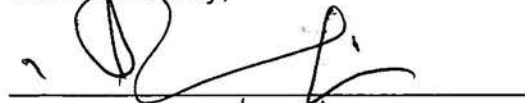
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- **ROUTE:** I urge you to investigate alternatives that mitigate the disaster that is the first two stages of WestConnex without further impacting inner west communities.

I am also concerned about:

oversized signage proposed for Waratah Street, Haberfield, which contravenes the original concept that WestConnex will take traffic away from local areas. This indicates that Waratah Street will become a much larger artery than it currently is. Dangerous for school children etc

Yours sincerely,


DATE: 15/10/17

NAME: Mario Racki
ADDRESS: 88 Waratah St
HABERFIELD NSW 2045
Email: emilyracki@bigpond.com
Phone: 0417439945

SUBMISSION: WESTCONNEX M4-M5 LINK



007878
REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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:

Yours sincerely,

D Caristo

DATE: _____

NAME: Denise Caristo
ADDRESS: 20 Winchcombe
Ave Haberfield
Email: jd2932@bigpond.net.au
Phone: 0401661064

SUBMISSION: WESTCONNEX M4-M5 LINK



007879
REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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 installation of large electronic signs on residential streets in Haberfield and the destruction of heritage properties.

Yours sincerely,

[Signature]
DATE: *11/10/17*

NAME: HON AMANDA FAZIO

ADDRESS: 31 LIVERPOOL ROAD
SUMMER HILL 2130

Email: arfazio@optusnet.com.au

Phone: 0409 121595

SUBMISSION: WESTCONNEX M4-M5 LINK



007880
REPLY PAID 88 146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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 future of our kids & increase in ~~paper~~ pollution.

Yours sincerely,

Ranju Katasia
DATE: *11/10/2017*

NAME: *Ranju Katasia*
ADDRESS: *12, Glenview grove,*
Gilendenning NSW
Email: *ranju.katasia7@gmail.com*
Phone: *0411078869*

SUBMISSION: WESTCONNEX M4-M5 LINK



007881
REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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:

DEMOLITION OF OUR HERITAGE HOMES

Yours sincerely,

Jose Rodriguez
DATE: 10/10/17

NAME: JOSE RODRIGUES
ADDRESS: 29 RAMSAY STREET
HABERFIELD
Email: jose.r@bigpond.net.au
Phone: 04 39 24 0006

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

007882

The Hon. Anthony Roberts,
Minister for Planning
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- **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 reinstatement of a hefty toll in both directions of the renovated M4, given the proceeds received from the partial sale of both TransGrid (\$10 billion) and Ausgrid (\$16 billion). The former Premier has indicated that this (and other) infrastructure projects would be wholly funded by these two transactions (plus corresponding uplift in stamp duty).

Yours sincerely,

Mark Wright
DATE: 10/10/2017

NAME: MARK WRIGHT
ADDRESS: 44 RAWSON STREET
HABERFIELD NSW 2045
Email: mwright81@gmail.com
Phone: 0455 069 280

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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I am also concerned about:

Traffic avoiding the toll roads when completed. - Permitted
Frederick St etc. will become parking lots if the cost of using the
WestConnex outweighs its benefits. If it has to be built for
Gowdies' sake, please ensure people use it!

Yours sincerely,

DATE: 12/10/2017

NAME: James Nightingale

ADDRESS: 23 TARINGA ST
ASHFIELD

Email: _____

Phone: _____

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 86148
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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:

Unfiltered stacks anywhere are unacceptable. So much money has already been spent - surely going the extra mile to filter stacks would prove that you care about Australian citizens & their health. Lets be better than the countries you are citing who think unfiltered stacks are ok.

Yours sincerely,

JBates

DATE: 11 Oct. 2017

NAME: Jan Bates

ADDRESS: 49A Walseley St
Haberfield 2045

Email: _____

Phone: _____

SUBMISSION: WESTCONNEX M4-M5 LINK



007885
REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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 level of pollution from exhaust stacks in close proximity to houses, schools and local businesses - Also the level of underlying noise and vibrations in the tunnels

Yours sincerely,

Catherine Bolshesolsky
DATE: 13/10/17

NAME: Catherine Bolshesolsky
ADDRESS: 13 Wimmera St
Sever Hills NSW 2147
Email: cb.fitness@optusnet.com.au
Phone: 0415 701270

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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 pollution caused from the exhaust stacks and the effect it will have on the air quality in the local area as well as its effect on my children

Yours sincerely,

[Signature]
DATE: *13/10/17*

NAME: *JAMES BECERRA*

ADDRESS: *8 Corniston Ave*
CONCORD

Email: *jamesbecerra@gmail.com*

Phone: *0408430321*

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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:

*Polution from exhausts, and the effect it will have on the
air quality in the local area and its affect it will
have on my children.*

Yours sincerely,

[Signature]
DATE: 13/10/17.

NAME: Joshua Hall
ADDRESS: 18 Wallace Street
Concord
Email: Joshuahall@hotmail.com
Phone: 0410 622 369

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
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 increased traffic around the Ashfield/Haberfield area would be detrimental to people commuting around the area, including myself

Yours sincerely,

Matthew Viola

DATE: *13/10/17*

NAME: *Matthew Viola*

ADDRESS: *821 Goulding Rd Ryde*

Email: _____

Phone: _____

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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Minister for Planning
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- **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 tolls could be better spent on public transport

Yours sincerely,

DATE: 13-10-17

NAME: Diana Dudley
ADDRESS: 27 Post Office St
Carlingford NSW
Email: diana1dudley@gmail.com
Phone: 0422531345

SUBMISSION: WESTCONNEX M4-M5 LINK



007890
REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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:

*Health of children and people leaving in these areas
around the unfiltered exhaust stacks.
Please prioritise building of public transport.*

Yours sincerely,

Richard Rohnhofer
DATE: 13/10/17

NAME: RICHARD ROHNHOFER
ADDRESS: 7/12 SCHWEDEL ST
MARRICKVILLE 2204
Email: _____
Phone: _____

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

007891

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

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- **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 exhaust stacks being built near our schools
at traffic that is going to our local streets
and also lack of certainty for the future*

Yours sincerely,

DATE: 17/10/17

NAME: SON + NIKI LAGANAR

ADDRESS: 59 O'CONNOR ST
HABERFIELD 204

Email: N/A

Phone: 02 97976628 or 0421 649 217

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

007892

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- **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 erection of a very large electronic Street sign planned for erection in Dalhousie St near Parramatta Rd indicating the tunnel travel times etc. Keeping traffic out of local streets? Then why is this sign necessary-

Yours sincerely,

Johnston

DATE: 11/10/2017

NAME: Anne Johnston
ADDRESS: 10/34 Dalhousie St
HABERFIELD 2045
Email: annejohnston06@gmail.com
Phone: _____

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

007893

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

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- **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:

short and long term effects of excessive dust pollution. I am already experiencing respiratory distress at times because of periodic heavy dust storms.

Yours sincerely,

Meghan Hayward

DATE: *6/10/2017*

NAME: *Meghan Hayward*

ADDRESS: *5/6 Julia Street*

Ashfield NSW 2031

Email: _____

Phone: *0411 747 910*

SUBMISSION: WESTCONNEX M4-M5 LINK

007894



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

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- **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:

↓ bus lanes
Traffic & not enough buses to move people to the city from Parramatta Rd Burwood, Ashfield, Leichhardt. The congestion means they're always late & full. Privatising buses won't help!!

Yours sincerely,

Portia Hilton

DATE: 5.10.2017

NAME: Portia Hilton
ADDRESS: 12/25 Ormond St
Ashfield NSW 2131
Email:
Phone:

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88140
JO HAYLEN MP
MARRICKVILLE NSW 2204

The Hon. Anthony Roberts,
Minister for Planning
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- **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 secrecy and the deviousness displayed by SMC and WestConnex. What are you hiding? Why are the footpaths in Northcote St still unfixed? Why did you move our bus stop?

Yours sincerely,

Dr Jeremy Fisher OAM and Lloyd Christison
DATE: _____

NAME: *DR JEREMY FISHER OAM and LLOYD CHRISTISON*
ADDRESS: *419 NORTH COTE ST HABERFIELD NSW 2045*
Email: *jeremy.allan.fisher@bigpond.com*
Phone: *02 99988227*

SUBMISSION: WESTCONNEX M4-M5 LINK



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JO HAYLEN MP
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I am also concerned about:

SIGNIFICANTLY REDUCED QUALITY OF AIR. EXPOSURE TO AIR POLLUTED AIR FROM UNFILTERED EXHAUST STACKS WILL HAVE A DIRECT & NEGATIVE IMPACT ON MANY GENERATIONS 2 FOUNDATIONS SHAKING FROM TUNNELLING CAUSING RAPID STRUCTURAL DISINTEGRATION. NOISE POLLUTION FROM TRAFFIC AROUND BUILDING AS WELL AS UNDERGROUND.

Yours sincerely,

Mileva Vujošević

DATE: 11. 10. 2017

NAME: MILEVA VUJOŠEVIĆ

ADDRESS: 7/115 ALT ST

ASHFIELD

Email: minarix@bigpond.com

Phone: 0404 027 018

GEOFFREY COHN OAM

M.B., B.Ch., F.R.A.N.Z.C.O., F.R.A.C.S.

**DISEASES OF THE EYE
CORNEA****Telephone: 0414 371 423
248576J**Park House, Level 4
187 Macquarie Street
SYDNEY NSW 2000
www.eyecollege.com.auEmail: gcbasuda@gmail.com
12/10/2017The Hon. Anthony Roberts,
Minister for Planning GPO Box 5341,
Sydney NSW 2001

Dear Anthony,

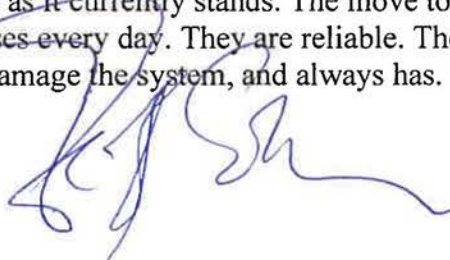
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I am also concerned about the power of the companies to dictate the processes. It is evident that Westconnex is not planned with any forethought, or any evidence of expertise. To the contrary, the project is abundantly showing that there has not been expert planning.

Public transport is the answer. Public transport as it currently stands. The move to privatise the Inner West Buses is an outrage. I use these buses every day. They are reliable. The drivers are courteous. The cost is low. Privatisation will damage the system, and always has.

Yours sincerely,



SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

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

Dear Minister,

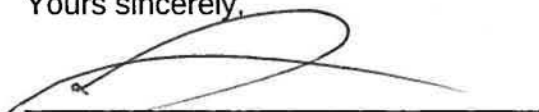
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- **ROUTE:** I urge you to investigate alternatives that mitigate the disaster that is the first two stages of WestConnex without further impacting inner west communities.

I am also concerned about:

unfiltered smoke stacks that are concentrated in one spot. Cancer rates have increased at other unfiltered stacks near the M5 East.

Yours sincerely,


DATE: 10.10.17

NAME: Teresa Mason
ADDRESS: 63 Dalhousie St
Haberfield NSW 2045
Email: teresa@parkelectronics.com.au
Phone: 0418915976

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

The Hon. Anthony Roberts,
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I am also concerned about:

Stopping 'rat-running' in our local roads that are not able to cope with extra traffic.
Safety for pedestrians - lots of young (voting) families and grandparents in local area - Dust, noise, extra traffic especially B doubles and other heavy traffic movements through local streets

Yours sincerely,

[Signature]

DATE: 11/10/2017

NAME: Collette Johnson

ADDRESS: _____

Email: colettej553@gmail.com

Phone: 97999357

SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146
JO HAYLEN MP
MARRICKVILLE NSW 2204

The Hon. Anthony Roberts,
Minister for Planning
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- **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:

Lack of transparency, on the use of our (taxpayer) money, increased traffic at the tunnel exit in Haberfield, and poorly chosen route for stage 3 of the project which will increase congestion and pollution in the City & inner west.

Yours sincerely,

Nadia Samperi
DATE: 5/10/17

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