

**From:**  
**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

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

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

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

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

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

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

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

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

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

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

I implore the government to consider the advancement of electric fully automated cars and the reduction in the requirement for roads once these vehicles come into widespread use and to refocus energy and money towards public transport initiatives instead.

Yours sincerely, [REDACTED]

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My children and grandchild are residents of Leichhardt and are directly affected by these WestConnex plans for Darley Road.

Yours sincerely, [REDACTED]

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

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

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

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

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

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- Traffic diversions – Leichhardt.** The EIS states that 'temporary diversions along Darley Road may be required during construction' (8-65). No detail is provided as to when these diversions would occur; there is no provision for consultation with the community; no detail as to how long the diversions will be in place and no comment on the impact of diversions on local roads or the amenity of residents. Will diversions occur at night? If so, down what streets? Diverting the arterial traffic from Darley Road down local streets (which are not designed for heavy vehicle volumes) will result in damage to streets, sleep disturbances for residents and create safety issues. There is also childcare centre and a school near the William Street/Elswick Street intersection which will be impacted by diverting vehicles onto local roads. It is unacceptable for proposed road diversions not to be detailed whatsoever in the EIS. The EIS should not be approved without setting out the impacts of road diversions on residents and businesses.
- Permanent water treatment plant and substation – Leichhardt** The proposal to locate this permanent structure in a residential setting is opposed. The site will have a negative visual impact on the area and is in direct line of sight of a number of homes. If approved, the facility should be moved to the north of the site further from homes.
- Discharge of water into storm water at Blackmore Oval – Leichhardt** The permanent substation and water treatment plant proposed for the Darley Road site facility should not be approved as part of the EIS. It proposes discharging water from the tunnels into the storm water canal near Blackmore Oval. This will devastate our waterways and impact negatively on the amenity of the bay which has four rowing clubs in close proximity. In addition, the environmental impacts of this discharge are not properly set out in the EIS.
- Impacts not provided – Permanent water treatment plant and substation –** The EIS states that there will be an office, worker parking and buildings to accommodate this facility on a permanent basis. It does not provide any detail as to – noise impacts, numbers of workers on site, any health risks associated with the facility. This is simply inadequate and the decision to locate this facility should be subject to a thorough assessment and approval process. It should not be approved as part of this EIS as there is simply no detail provided about the impact of this facility on the amenity of the area.
- Removal of vegetation – Leichhardt.** The EIS states that all vegetation will be removed on the Darley Road site. There are several mature trees located on the north of the site. None of these trees should be removed as they provide precious greenery. They also act as a visual and noise screen for residents from the City West Link traffic. All efforts should be taken to retain the trees and the EIS should not simply permit these trees to be removed without proper investigations being undertaken as to how they can be retained. If they are removed (following a proper investigation and consideration of all options) then the approval needs to specify that all streets are replaced with mature, native trees at the conclusion of the construction at the site.

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

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

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

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

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

**1. Leichhardt Environmental issues - Substation and water treatment plant**

The EIS proposes that 'treated' water from the tunnel will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons.

**2. Presence of Substation and water treatment plant - Leichhardt**

There is no detail in the EIS about the impact of the ongoing Motorway maintenance activities during operation provided (noise, vibrations, hours of operation, workers on site etc). The community therefore cannot comment on the impact that this permanent facility will have on the amenity of the area. The erection of this facility should not be approved in the basis that no information is provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.

**3. Out-of-hours and night work - Leichhardt**

Because Darley Rd is highly congested during day time, it is likely there will be frequent out of hours and night work. The EIS as drafted effectively permits out of hours to be undertaken whenever this is convenient to the contractor. This will create an unacceptable impact on those living close to the site. The approval conditions need to prohibit out of hours and night work except in genuine exceptional circumstances (for example, a risk to life). It is unacceptable to not provide limits and clear rules on such work.

**4. Flooding – Leichhardt**

The EIS states that there may be impacts from flooding which, amongst other things, may disrupt drainage systems. Darley Road is in a flood zone and there have been ongoing issues with flooding requiring remedial work. This proposal creates an unacceptable risk of flooding and associated damage and a major tunnelling site should not be permitted on this site on this ground. There is no detail as to how the issues with flooding at Darley Road will be managed and on their potential impact on the area.

Disruption to road network – Leichhardt

**5. Disruption to road network**

The EIS states that there will be 'impacts' 'that would affect the efficiency of the road network.' No detail is provided in the EIS as to how cars will be able to access and cross the City West Link once 170 vehicles (heavy and light) access the site on a daily basis. It belies common sense how this can even be considered, given its impact on commuter times.

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

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

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>Please <b>INCLUDE</b> my personal information when publishing this submission to your website</p> <p><b>Declaration : I HAVE NOT</b> made any reportable political donations in the last 2 years.</p>	

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

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

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

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

**From:**  
**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

I object strongly to the proposed Rozelle interchange. The proposed significant pollution stacks which will dump pollution onto surrounding community areas is totally unacceptable. Installing a park and playground area under the stacks is a farce and highly unacceptable. I also object to the multilayered proposal of tunnels at Rozelle. The north shore area already has a direct link to the airport via the harbour bridge, harbour bridge tunnel and freeways.

I object to the significant short sightedness of the WestConnex proposal. A two lane tunnel will not improve Sydney's congestion and pollution problems now nor into the future. I object to my tax payer funds being spent on such an ill thought out and costly proposal. I would prefer the tax funding is spent on improving public transport, hospitals, schools and other public facilities such as parks. We need to be a leading and attractive city to visitors and spending significant money on ill thought out tunnels and pollution stacks is not the answer.

I object to the way the community has been treated to date regarding this project including years of lack of adequate consultation and subjecting families to unacceptable and dangerous clearance from the proposed roads, unacceptable noise and odours. It is a totally unacceptable way to treat tax payers.

I prefer the City of Sydney Lord Mayor's proposal to use King Georges Road to connect the city.

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal Road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplates work simply occurring. Night work is objected to in the strongest terms.

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

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

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

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

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

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

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

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

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

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

additional 70 light vehicle movements. There have been two fatalities directly out front the proposed site and it belied belief that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

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

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED] at [REDACTED]

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

**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Friday, 13 October 2017 8:05 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

As a local resident i am strongly opposed to the adverse impact on health of the local community and congestion in the local area. As a taxpayer i object strongly to the poor planning and evidence that the proposal will work. I request that the funding is instead allocated to improved public transport, education and health facilities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the

provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'.

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

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

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED]

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

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

Name:.....

Signature:.....

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

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

Address:.....

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

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

Sydney have a real alternative in public transport. This is just gouging western Sydney road users to make the road attractive to a buyer.

- ❖ SMC is using an unpublished Value of Travel Time in the Westconnex traffic modelling. If the Value of Travel Time adopted is incorrect, then all outputs will be incorrect.
- ❖ The construction impact of the future Western Harbour Tunnel and Beaches Link entry and exit ramps connecting to City West Link/The Crescent has been assessed. The operational traffic impact of these ramps has not. This should be completed and publicly released before determination. There is no verifiable or understandable data to determine the veracity of claims of traffic generated by these other links.
- ❖ SMC refuses to release the traffic model and detailed analysis for independent unpaid peer review and scenario analysis. The narrow boundaries of the areas of operational modelling mean the proponents have not fully assessed the Project's impacts on key strategic centres such as the Sydney Central Business District. It is not understood why a mesoscopic modelling approach was not undertaken to gain a better understanding of impacts to the surrounding road network.
- ❖ Both the new M5 and the new M4-M5 Link will dump 1,000s more per day onto the roads to the Airport which are already at capacity. I object to the push for the M4-M5 link when there are still no plans for the Sydney Gateway to deal with the increased traffic.
- ❖ All traffic modelling is wrong, the question is: by how much? And what are the implications of the error? Incorrect traffic modelling has led to overoptimistic traffic predictions which resulted in low toll revenue from the Cross City Tunnel, Lane Cove Tunnel and Brisconnex in Brisbane, resulting in eventual bankruptcy. The traffic modelling process used to develop the Project is fundamentally flawed because:
- ❖ Traffic projections are likely to be significantly different to the actual traffic on the street network
- ❖ Traffic volumes projected in the model are in numerous instances well above the physical capacity of the road network.
- ❖ I object to this new tollway project because it will not reduce traffic, simply move it around. If they were serious about reducing traffic in Parramatta Rd they would put a toll on it and make the new roads free to encourage the traffic to use the

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

[REDACTED]  
[REDACTED]  
[REDACTED]

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

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

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

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

Extra comments

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

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

Yours sincerely,

[REDACTED]

**From:**  
**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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[REDACTED]  
[REDACTED]  
[REDACTED]

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

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

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

Global experience of major toll roads demonstrates that these projects are enormously expensive and counter-productive. WestConnex will increase air pollution and global warming and encourage more car use, quickly filling the increased road capacity. It is not a sustainable solution to Sydney's congestion problem. The negative impacts on the health and well-being of local community's both in the construction and operation phases are unacceptable.

The fact that the State Government released this EIS just 2 weeks after submissions closed for comment on the M4-M5 Link Concept Design, undermines community confidence that this is a genuine consultation process.

The impending sale of over 51% of WestConnex means that the government will transfer the whole of WestConnex and the construction of M4-M5 Link project completely into the hands of a private company which will not give adequate protections to the community.

In particular I object to the M4-M5 Link because:

- 1) it will induce more traffic into the Inner West with increases in congestion on already highly congested major roads and increased congestion on local roads as commuters avoid the expensive tolls.
- 2) it will increase the negative health impacts by increasing toxic fine particle pollution especially in the vicinity of the unfiltered ventilation stacks which are located near schools and homes.
- 3) it will destroy the Rozelle to Balmain rail corridor thus removing the option for a rail link to the Balmain peninsula and the White Bay precinct.
- 4) it will impose significant and unsustainable tolls on western Sydney communities who will not have adequate public transport alternatives.
- 5) it will lead to the imposition of more clearways on high streets in the inner west which will destroy businesses and community amenity.
- 6) it will potentially damage significant aboriginal and non aboriginal heritage in the inner west.

Extra comments

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

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

Yours sincerely,

A solid black rectangular box used to redact the signature of the person submitting the document.

**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Monday, 16 October 2017 3:27 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

The borough of Alexandria

It once took its tram ride to town, Market Street, Redfern and Town hall From a line that ended at Botany Wrenched from that supply by its diesel buses Shopping was softly bundled, and broiled for Ways of stepping below the glide

Left to fester, scab of its road side Driven through by passing traffic, little by Little to decline, now the stage of the old mission hall Has been demolished. Our elderly elite, who cage its day like Mother Brown speak a heavenly lilt of

That passing time, and the present no more. We have a shop again, one for now The bank is gone, and super apartments Are wanting to sing like the voice of Pilaf, Or Prufrock and rise higher And higher into a stillness above.

Terraces which are necked to jowl Surrounded by parks, appear to be Reckoned into a demise, but skitterish Have come in search of a haven's life, seeking To find a welcoming of street. Where Parakeets are flying down, kangaroos

And cows once fed on all the pastures Of these herbs. Should it all be so reviled? With a subtlety of their tinsnips, those Provincials fitfully could engage To wish and widen into its travelling Landscapes, trails which were made for us.

To walk through sour rails of traffic And sorting one face into another Our existence is becoming as acerbic As the plight of our times. Accommodating To being trafficked through, and through

I call to the autumn leaves to stand up

You are not a litter, even as a replenishment  
 Of soils usage give back to us  
 Our lives and toil, as your welcoming guest.  
 Patti's cafe was early to foil, sandwich  
 A fol to lunchbreak, hash-brown  
 Or a coffee grab  
 As she sidled beyond her breakfasts  
 And made a brunch's gate. As scampi's  
 Sheds of sequestered tin are montage,  
 Iron's corrugated brown, resound  
 Where the grab of its early town's clown  
 Now forsaken and hidden, a backing,  
 Alcove which is beyond a fastness of elevations  
 And roiled, bewitched or just in a recoil  
 Though a scenic crawl of our crossing over  
 This Mitchell Road.

[REDACTED]  
 [REDACTED]  
 30/04/16

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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.

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.

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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, [REDACTED]

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Yours faithfully

[Redacted signature]

\_\_\_\_\_ This email was sent by [Redacted] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the

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Please reply to [REDACTED] at [REDACTED]

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I also object to the HUGE amount of money being spent on roads when it should be spent improving public transport. That is a "no brainer".

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I live in Erskineville and sadly my suburb has not been the same since the WestConnex project began. All you are doing is moving the traffic jam to a new location this does not solve any of our traffic issues. You should have considered spending tax payers money on public transport instead. With all the units being built in the area you would think the state government would have a plan in place to improve the public transport not bring more vehicles into an already environment.

Yours sincerely, [REDACTED]

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

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**From:** Alison Gibberd <campaigns@good.do>  
**Sent:** Wednesday, 11 October 2017 11:07 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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Every day more and more comes to light about the ad hoc nature of this project and the damage it will do to Sydney's traffic network and the environment. It is clear that the nature of the project and the implications of it going ahead are not well understood. Specialists who are independent of the state and federal governments should be brought in to undertake independent studies of the environmental impact of this proceeding.

Yours sincerely, Alison Gibberd 7 Louisa St, Summer Hill NSW 2130, Australia

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

Please reply to Alison Gibberd at a.gibberd@unswalumni.com.

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I watch the traffic everyday of the week bank up for nearly a km back towards Marion St. I then watch dangerous driving in the form of U-turns, speeding up private lanes etc to avoid congestion which then pushes this towards Norton Street affecting other roads and public transport.

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Residents in our area already deal with an unflu-ed stack at Turrella. Uflu-ed stacks are not acceptable. ALL STACKS, IF PUT IN MUST BE FLUE-ED. In my street alone there have been 8 incidents of cancer in the last 5 years.

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

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

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Sunday, 15 October 2017 11:12 AM  
**To:** [REDACTED]  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So the community would have to put up with the exhaust from tunnels and additional car

emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

WestConnex is a mess and was forced upon residents unfairly!

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them beign built – that is, traffic will lessen once they are built. However, there is

no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

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

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

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

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

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**From:**  
**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

I am an academic at the University of New South Wales with PhD in the field of design and a Masters degree in Humanitarian Design. I wish to object in the strongest terms to the Westconnex proposal. The proposal is systematically flawed in terms of both economic benefit and human wellbeing. At a time when cities in Europe and North America are embracing healthy, sustainable transport, motor-free and walkable cities, it is beyond belief that the NSW government is pushing ahead with a motorway based on dated, mid-20th century design principles that have been proven failures worldwide. This motorway will not reduce congestion, it will induce it. It will, however, increase pollution, induce private motor car use leading to increases in sedentary diseases such as obesity, and it will reduce the quality of life for both its users and those who suffer the consequences of its development and use.

Westconnex was originally pitched to facilitate freight transport from the airport to the western suburbs. Though this original pitch itself was flawed, because a rail corridor would service this need with greater efficiency and less cost, the current Westconnex plan does not even satisfy its original proposal, with an additional airport 'gateway' motorway now proposed. I note that any transit design premised on the use of motor transport is inherently flawed because motor transport is inherently inefficient. Rail facilitates the transport of goods and people with far greater efficiency, and this is especially true in comparison to private motor car use, that is incredibly inefficient in its typical use for transporting only 1 or 2 passengers.

The state government would be far better off investing the money spent on Westconnex into public transport and the development of bicycle paths. I note a study released last year found that the Netherlands, the country with the most cyclepaths of any nation, also had the happiest drivers. Conversely, the inducement of motor traffic disgruntles drivers and increases the exposure of drivers, cyclists and walkers alike to carcinogens in exhaust emissions. The design of motorways ruins the walkable fabric of cities, as can be seen happening already in St Peters and Haberfield due to Westconnex construction, and places walkers and bicyclists at disadvantage, inconvenience and increased risk of injury from motor traffic collision.

On a personal note I would like to say that I am concerned about the expansion of roads leading from the St Peters Westconnex exit to Moore Park. I transport my children across the intersection of Alison Rd and Anzac Parade daily, sometimes by car but mostly by bicycle. The intersection is bad enough now, but the RMS proposal for increased lanes and a continuous flow intersection will increase risk to my children, both in terms of exposure to pollution and to motor-caused injury or death. So thanks a bunch. This expansion contradicts the government claims that Westconnex will reduce traffic in surrounding neighbourhoods. This was a claim that anyone with even a little understanding of transit design would know was always dubious. The City of Sydney council is correct in identifying it as nonsense.

I object strongly to the secrecy of the Sydney Motorway Corporation and contend that this secrecy is against fair principles of democracy and transparency and the Australian project.

I do not believe community consultation was conducted appropriately and I contend, as has been widely reported, the business case for Westconnex is flawed and will do nothing except make profit for its eventual private operator, to the disbenefit of NSW residents. Motorists primarily coming from the western suburbs, in absence of any other viable transport options, will be especially chagrined at the rise in tolls, further placing western suburban residents at economic disadvantage. Noting that the concept of a single central CBD is itself a dated and flawed urban planning concept (as indicated by the government's own Greater Sydney Commission) and the government would be better off using the billions wasted on Westconnex developing secondary and tertiary business hubs such as Parramatta and Penrith, serviced by a western Sydney airport.

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED] at [REDACTED]

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**From:** Sandra Huckerby <campaigns@good.do>  
**Sent:** Wednesday, 11 October 2017 9:17 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

The number of vehicles that would go in and out of the site on a would involve 170 heavy and light vehicles accessing Darley Road on a daily basis. This creates an unacceptable risk to the safety many school children who cross at this point to walk to Orange Grove and Leichhardt Secondary College, pedestrians and bike riders.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. Horror stories abound about the impact of this noise on residents. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and it is hoped the recent referral to ICAC brings those responsible to account, so the taxpayer is not be left to foot the compensation bill. Yet another example of the lack of transparency surrounding the WestConnex.

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

This has the potential to be a repetition of other projects, like the Lane Cove Tunnel and The Cross City Tunnel, where predictions were patently wrong and legal action followed. Yet, AECOM is again involved. In fact, it was actually tasked with producing this EIS.

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. Any references to these toll roads, which may or may not be built, in the context of impacts from this project, should be disregarded.

The backlash in Western Sydney about the dubious reintroduction of the extra lane tax on the M4 to help fund West Connex should be noted. The impact on local roads of those unable to pay, or choosing not to pay tolls, is exacerbated by choking exits and entrances to freeways, as people exercise their objections to this imperfect project.

The inadequate traffic analysis shows that even if the Northern Beaches Link etc go ahead the St Peters Interchange and Frederick Street in Ashfield will be considerably more congested in 2033. How can this be defended?

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

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

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

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

I was particularly incensed when I included the premier in a previous objection and that was redirected by her staff to the Minister for WestConnex. The premier's previous portfolios and her leadership roles in previous ministries, mean she needs to be aware of all our objections too.

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

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.

Public consultation has become a farce. A meeting I attended at Balmain Town Hall was particularly disquieting. An individual entered the room and was proclaiming his objection WestConnex Stage 3. He was not threatening anyone and those in attendance were watching, but not participating. He left on request.

The person in charge called all the staff to a back room. They returned to the display area a few minutes later and the spokesperson said the session was being closed down. We were shocked and questioned why that would happen 45 minutes before the advertised time. We were told to leave, or we would be locked in the display area. As we moved towards the door, I had to warn a member of the group NOT to touch me!

A disgraceful effort by West Connex masquerading as consultation.

Every public meeting I have attended has had residents speak of their distress re the intrusive noise caused by West Connex. Every complaint is brushed off. This usually takes the form of a representative advising the complainant the noise fits within guidelines (compliance) and there is a number which they can contact. This number appears almost impossible to reach. Invariably the complainant says that even if they do this, NOTHING EVER HAPPENS and the debilitating noise continues.

I am already impacted by the awful dust which is in my house from local works near the light rail and In Rozelle Railyards. My sinuses are being affected and the medication I purchase has little effect. The thought of years of construction and the belching stacks which will be close by are a price too high for my community and me to endure. This area has many young and school age children who should not have to carry the impacts of West Connex, especially its harmful pollution.

The highest standards of accountability and transparency need to be applied to West Connex. The EIS raises many concerns which must be addressed. Please respond to the issues I have raised.

While it may be clear to others, I demand an assurance that Smith Hall, Rozelle which is home to many older men with a variety of backgrounds be left unaffected, so the occupants do not have to face the distress any change would cause. It may not be relevant to the EIS, but it should be a timely reminder that Sydney must be about all of its citizens, especially those without a voice.

Yours sincerely, Sandra Huckerby 68 Foucart St, Rozelle NSW 2039, Australia

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

Please reply to Sandra Huckerby at [sandrahuckerby@hotmail.com](mailto:sandrahuckerby@hotmail.com).

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

Submission to: Planning Services Department of Planning and Environment GPO Box 39, Sydney, NSW 2001	Name: <u>Sandra Huckerby</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. <b>Declaration:</b> I <b>HAVE NOT</b> made any reportable political donations in the late 2 years.
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: <u>[Crossed out] 68 Foucart St</u> Suburb: <u>[Crossed out] Rozelle</u> Postcode: <u>2039</u>

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

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

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: Sandra Huckerby

Signature: S. J. Huckerby

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: 68 Foucart St

Suburb: Rozelle Postcode: 2039

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name:  
WestConnex M4-M5 Link

- ◇ 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.

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:

Sandra Huckerby

Signature:

S. Huckerby

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

Address:

68 Foucart St

Suburb:

Rozelle

Postcode:

2059

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 (though 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..

23.9.17

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

Attention Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

Name: *Sandra Huckerby*

Signature: *S. J. Huckerby*

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

Address: *68 Foucault St*

Suburb: *Rozelle*

Postcode *2039*

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

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

Submission to: Planning Services Department of Planning and Environment GPO Box 39, Sydney, NSW 2001	Name: <b>Sandra Tuckerby</b>	
Attention: Director – Transport Assessments	Signature: <b>[Signature]</b> Please <b>include</b> <del>delete</del> (cross out of circle) my personal information when publishing this submission to your website. <b>Declaration: I HAVE NOT</b> made any reportable political donations in the late 2 years.	
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: <b>68 FOUCAULT ST</b> Suburb: <b>Rozelle</b> Postcode: <b>2039</b>	

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

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

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

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

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

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

**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

I am a citizen of Sydney and a business person working in a globalised economy driven by new technologies offering unprecedented data and insights into the behaviours and needs of people.

Decisions on urban planning issues based on old models, entrenched sources of power and influence, and solely on revenue returns from privatised roads lined with high density housing, are a recipe for community disintegration, social inequity and crime.

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

If the traffic analysis is flawed, so too are the air and noise studies and local road traffic impacts. An EIS based on inaccurate traffic analysis cannot be approved.

Already there are reports that the traffic for all stages of WestConnex has been overestimated and construction costs underestimated. (SMH 'Pressure builds on government to sweeten WestConnex sale' 5/10/2017)

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

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

The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS.

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED] at [REDACTED]

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**From:**  
**Sent:**  
**To:**  
**Subject:**

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

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

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

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

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

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

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

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

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

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

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

Furthermore, this development is simply adding to the healthcare cost burden of the state with no environmental considerations being factually and appropriately allowed for. So in reality there is no savings for the people of NSW. I can not speak for NSW Health but it is well known that respiratory conditions will be on the rise, adding to an already crumbling healthcare system.

There are no gains from such short term thinking and poor planning.

Yours sincerely, [REDACTED]

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

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Sunday, 15 October 2017 11:58 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So the community would have to put up with the exhaust from tunnels and additional car

emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

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

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

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

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

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

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

To build a thriving Sydney we need healthy communities with first class transport systems. The West Connex project in its entirety is at the best backwards thinking that will set Sydney back behind every other world city.

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

Yours sincerely, [REDACTED]

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**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

I live near to where WestConnex will dive into and then out of Parramatta Road, one of our most historical thoroughfares – because it follows a thousands-year-old foot route to Farm Cove, walked by countless generations of Aborigines. My suburb is land granted to Governor Bligh in the first decades of the Port Jackson settlement. Its architectural heritage and that of Parramatta Road is largely late 19c and early 20c. All these precious elements are affected by the WestConnex project.

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

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

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

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

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I object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that every impact will be managed by a 'plan'. Nor is it a smile at the door and polite bewilderment from some hireling when a specific question is asked on the day of public consultation, as in Leichhardt Town Hall.

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

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS. I care about heritage and how important it is to posterity – a society without a historical memory is alzheimeric, and imperils its future.

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

Yours sincerely, [REDACTED]

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

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

As you will know this is a 'template' submission but you should not dismiss it on that ground. These are my objections above.

Finally, I would like to reiterate that while this submission lists a number of grievous deficiencies in relation to the EIS, the larger question remains whether this is the best use of public money to solve Sydney's transport issues, especially in an age of climate change. The provision of infrastructure and services for public and active modes of

transport (cycling and walking) cost less and have greater cost:benefit ratios across many indicators. I urge you to halt any further development of WestConnex and recommend an independent review before further taxpayer monies are wasted.

Yours sincerely, [REDACTED]

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**From:**  
**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

As a local resident of the area, I'm greatly concerned by the increases number of cars and trucks that will be funnelled into the area. Government should be finding ways to reduce traffic, public transport is a far better long term strategy.

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

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

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

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[REDACTED]

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

While I am not against development I do strongly object to this plan.

I do not understand the logic behind pushing more cars into the city when rush hour traffic is already at a stand still. Where are this extra traffic supposed to go? I also worry that many people will try to avoid the tolls and therefore clog up our already busy back streets.

In addition, my children are at Rozelle Public School and I worry about their health with the ventilation stacks so close to the school. Surely you can place them further away.

And lastly, I am concerned about the disruption the construction will cause to our area. Not only will it be unpleasant, inconvenient and noisy, but I worry about what it will do to our thriving high street at Rozelle. It will cause people to avoid our weekend markets and cafes as they will choose to go somewhere else.

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

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**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

This project is poorly planned and does not have community support – it should be stopped until all due diligence has been completed and a workable solution found.

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

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

There are many reasons for which i strongly object to westconnex and they are outlined in near entirety below. One additional reason i came to have in recent times is the IMPORTANCE OF TREE LINED STREETS TO SAFETY! I drive to work early in the morning, around 6-7am when the sun is low in the sky. At this time it is very noticeable which streets are lined by trees, providing shelter and shade and which do not – creating a dangerous situation in which it is incredibly difficult to see where you are driving on the road and the cars in front. The west connex project's complete disregard for this aspect of the community deeply concerns me. Aside from this I have a number of other concerns and objections to the project as a whole and am saddened that at this time it feels as though the voices of thousands of australians are being silenced and ignored.

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

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Please reply to [REDACTED] at [REDACTED]

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

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

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

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

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

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

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**Subject:**

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

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

As a resident of the inner west who will be directly affected by the increase of traffic congestion and of air and noise pollution I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

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

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

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no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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## 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.

Public monies should be spent on public transport infrastructure rather than new roads which will increase social isolation, pollution and tear apart existing communities and neighbourhoods.

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

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

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[REDACTED]

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Monday, 16 October 2017 1:19 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.

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.

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, [REDACTED]

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Please reply to [REDACTED]

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
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**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

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

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

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

Global experience of major toll roads demonstrates that these projects are enormously expensive and counter-productive. WestConnex will increase air pollution and global warming and encourage more car use, quickly filling the increased road capacity. It is not a sustainable solution to Sydney's congestion problem. The negative impacts on the health and well-being of local community's both in the construction and operation phases are unacceptable.

The fact that the State Government released this EIS just 2 weeks after submissions closed for comment on the M4-M5 Link Concept Design, undermines community confidence that this is a genuine consultation process.

The impending sale of over 51% of WestConnex means that the government will transfer the whole of WestConnex and the construction of M4-M5 Link project completely into the hands of a private company which will not give adequate protections to the community.

In particular I object to the M4-M5 Link because:

- 1) it will induce more traffic into the Inner West with increases in congestion on already highly congested major roads and increased congestion on local roads as commuters avoid the expensive tolls.
- 2) it will increase the negative health impacts by increasing toxic fine particle pollution especially in the vicinity of the unfiltered ventilation stacks which are located near schools and homes.
- 3) it will destroy the Rozelle to Balmain rail corridor thus removing the option for a rail link to the Balmain peninsula and the White Bay precinct.
- 4) it will impose significant and unsustainable tolls on western Sydney communities who will not have adequate public transport alternatives.
- 5) it will lead to the imposition of more clearways on high streets in the inner west which will destroy businesses and community amenity.
- 6) it will potentially damage significant aboriginal and non aboriginal heritage in the inner west.

Extra comments

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

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

Yours sincerely,



**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

Please stop thinking short term!!

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Monday, 16 October 2017 10:09 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

First world public transport, not third world highways.

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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.

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.

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

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

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.

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

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Yours sincerely, [REDACTED]

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Please reply to [REDACTED] at [REDACTED]

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

Name:.....

Signature:.....

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

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

Address:.....

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

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- ❖ I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks. The government needs to urgently review its policy of support for unfiltered stacks.
- ❖ The EIS was released just 12 days after the closing date for submissions to the Concept Design. This categorically proves that all the Community Consultations and Submissions to the Concept Design were a total sham. There were at least 800 posts on the interactive map. These were limited as the community only had 140 characters available to make their point which was woefully inadequate. But there were at least 1500 written submissions, some of which were highly detailed and of considerable length. There is no way that all these submissions could have been read, considered, their arguments integrated into the EIS and then for the EIS of 7200 pages to be put together, printed and released 12 days after the the closing date for submissions to the Concept Design. There needs to be a major investigation into this flagrant abuse of the way NSW planning laws have been flouted for the whole of Westconnex and particularly Stage 3.
- ❖ All of the streets abutting Darley Road identified as NCA 13 (James Street to Falls Street) should have a strict prohibition on any truck movements and worker contractor parking. These homes are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. The EIS needs to prohibit outright truck movements (including parking) and worker parking on all of these streets.
- ❖ Unfiltered stacks anywhere in Sydney are not unacceptable. There must be a review of the NSW government's unacceptable policy on this issue. I am appalled that the ex Minister for Planning Rob Stokes who approved the New M5 and unfiltered stacks in St Peters and Haberfield would declare that he would not have them in his own area. How can residents have any trust in a process that is underpinned by such hypocrisy.
- ❖ Targets for renewable energy and carbon offsets are not aligned with NSW government policy. (Table 22-8)
- ❖ The EIS indicates that 36 homes will have unacceptable noise impacts for extended periods at the Darley road construction site. The EIS does not mention the cumulative impact of aircraft noise in the Leichhardt or St Peters area, and therefore does not reflect the true impact of construction noise on the amenity of nearby residents and businesses. The noise impacts of construction are not able to be mitigated to an acceptable level and the EIS should not be approved on this basis.

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

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

**From:**  
**Sent:**  
**To:**  
**Subject:**

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Building more privatised roads is not what the people of NSW need or want. Motorists are already spending thousands of dollars in overcharged toll fees. Thorough planning into more efficient public transport is the answer for this state, bringing communities together and encouraging people to lift their carbon footprint. We DO NOT want a city built on spaghetti highways and freeways. We WANT more green spaces, more walkable and safe areas for pedestrians to get to work, more efficient public transport and express trains for greater Sydney areas and more safe routes for bike riders.

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

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

By the way, building freeways is a shortsighted response to congestion, long since abandoned by truly international cities around the world. Sydney is beautiful, and you are trampling all over her.

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED]

at [REDACTED]

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**Attention Director**

Application Number: SSI 7485

Infrastructure Projects, Planning  
Services,  
Department of Planning and  
Environment

GPO Box 39, Sydney, NSW, 2001

Application Name:

WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

Address: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

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

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

- ❖ The EIS (including Appendix H) fails to provide traffic modelling outputs to assess impacts of the Project on CBD streets and intersections. Given the highly constrained and congested nature of the CBD, NSW Government policy focusses on reducing the number of cars in the CBD in favour of public transport, walking and cycling. The proponent should provide intersection performance results for the following intersections:
  - a) The ANZAC Bridge off-ramp to Allen Street/Botany Road
  - b) The Western Distributor off-ramp to Druitt Street (buses)
  - c) The Western Distributor off-ramp to Bathurst Street
  - d) The Western Distributor off-ramp to King Street/Sussex Street
  - e) Gardeners Road and Botany Road
  - f) All intersections within the modelled area in the Sydney CBD
- ❖ The traffic model used is an 'unconstrained' model. It assumes that all vehicles will travel on the route with the lowest "generalised cost" (i.e. combination of time and money). But it does not consider whether those routes have the capacity to handle all those vehicles. In the real world people change their time of travel, mode of travel and consider whether to make a trip at all to avoid congested routes. As a result travel patterns in the real world are very different to the patterns identified in models.
- ❖ Better use of existing road infrastructure has not been analysed as a feasible alternative. The EIS only refers to existing RMS programs. An analysis of urban road projects recommended in the State Infrastructure Strategy Update 2014 should be conducted as strategic alternatives including:
  - a) Smart Motorways investments on the M4, the Warringah Freeway and Southern Cross Drive-General Holmes Drive
  - b) Upgrading the Sydney Coordinated Adaptive Traffic System (SCATS)
- ❖ The EIS refers to benefits from road projects that are not part of the project's scope. The full costs, benefits and impacts of these projects need to be considered in a transparent process.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

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

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

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

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

Extra comments

20th century solution.

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,

A solid black rectangular box used to redact the signature of the sender.

**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

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

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

I believe developing public transport like the lightrail in the Easter suburb, would be a better solution for the future

Yours sincerely, [REDACTED]

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It is Sydney Park that concerns me especially. I don't live in Sydney currently but I did --in Woolloomooloo and with my partner, Mannie De Saxe, back in 1994 with approval and support of the then South Sydney Council began the SPAIDS project, the Sydney Park AIDS Memorial Groves. With a dedicated group of women and men we planted trees for those who had died from the HIV/AIDS pandemic in a section of Sydney Park set aside by the Council. We did these plantings on a regular basis until the grove was fully planted in 2012. Despite assurances, I firmly believe now that Sydney Park is likely to be depleted not just of trees but of wildlife like water fowl and other birds that live in the unique native forest-like area created in this park. The devastation of the park is likely if WestConnex is allowed to proceed.

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Please reply to [REDACTED] at [REDACTED]

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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**From:**  
**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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It is imprudent to move forward until the results of the ICAC investigation – should there be one- into the lease extension, have been finalised and made public. Should the results not favour Gladys Berejiklian, then there is every reason to instigate further and immediate investigations into all of the NSW Government's dealings with Westconne – with again, a halt to all Westconnex M4/M5 tollroad works while that investigation is under way.

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

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Thursday, 12 October 2017 10:41 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.

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The future of NSW is in your hands.

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

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

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

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

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

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

- Experience has shown that construction and other plans by WestCONnex are often regarded as flexible instruments. Any action to remedy breaches depends on residents complaining and Planning staff having resources to follow up which is often not the case. I find it unacceptable that the EIS is written in a way that simply ignores problems with other stages of WestCONnex.
- Why are two different options being suggested for Haberfield? It is clear that both of these are unacceptable and will expose residents to unnecessary traffic danger, congestion and disruption with capacity to enjoy their homes and environment. It is insulting that the EIS acknowledges this but offers not solution other than to go ahead.
- I do not consider so many disruptions of pedestrian and cycle ways to be a 'temporary' impact. Four years in the life of a community is a long time. The EIS acknowledges that there will be more danger in the environment around construction sites. It is a serious matter to deliberately take steps to reduce the safety of a community, especially when as the traffic analysis shows there will be a legacy of traffic congestion even in 2033. A promise of a plan is NOT an answer to those concerned about the impacts.
- 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.
- Rozelle is an old and historic suburbs of Sydney. The damage that this project would do in destruction of homes, other buildings and vegetation is unacceptable, especially when the project would leave a legacy of traffic congestion in the area.
- It is outrageous to suggest that four unfiltered stacks would be built in one area, Rozelle, *now* *can we trust that this will be the last.*
- Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.
- A lot of work has gone into building cycling and pedestrian routes in Rozelle and Annandale. Interference and disruption of routes for four years is not a 'temporary' imposition.

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

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**From:** [REDACTED] <campaigns@good.do>  
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**To:** DPE CSE Information Planning Mailbox  
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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.

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. The NSW EPA should also set in place stronger compliance protocols to ensure that this does not happen.

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, [REDACTED]

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

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

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| <p>a) 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 <b>NO</b> 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.</p> <p>b) The Rozelle Rail Yards are a totally inappropriate area to create a new recreational area because the area will be highly polluted by unfiltered Pollution Stacks and Tunnel Portals. In the EIS it is referred to as an idealized area. “It is envisaged that the quantum of active recreation within the Rozelle Rail Yards would be further developed by others as projects such as The Bays Precinct are developed. The concept plan provides spaces that could include an array of active recreation opportunities and even community facilities such as gardens or a school.” The suggestion that this would be</p> | <p>a suitable location for a School is just beyond belief and demonstrates that those who have put these plans together are either staggeringly ignorant or totally delusional! At a time when major World cities are doing all they can to address the dire problems of pollution this is an appalling suggestion that is totally out of touch.</p> <p>c) There are two areas in the Rozelle Rail Yards site where construction will be by cut and cover. These are the Portals for the Western Harbour Tunnel and the Portals for the M4/M5 link. This is of particular concern in the light of residents experiences in areas of Haberfield and St Peters where highly contaminated land areas were being disturbed. There was totally inadequate control of dust in these areas, where the dust would have been loaded with toxic chemical particulates. The old Rail Yards are highly contaminated land from their past use. The EIS gives no specific details of how this highly toxic threat is going to be securely managed. It is not acceptable for this to be decided only when the Construction Contracts have been issued, when the community will have no say or control over the methodology to be employed for removing vast amounts of contaminated spoil.</p> <p>d) I am appalled to learn that more than 100 homes including hundreds of residents will be affected by noise exceedences ‘out of hours’ in the vicinity of Darley Road, Leichhardt. This will not just be for a few days but could continue for years. Such impacts will severely impact on the quality of life of residents.</p> |
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**Campaign Mailing Lists :** I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

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

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The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

Rozelle Rail Yards and Rozelle Civil Site.

Rozelle is the proposed site of a massive interchange that would be built underground. This submission focuses on the disastrous construction impacts of this site.

The sections of the EIS that deal with this site are not sufficiently detailed to be regarded as an EIS. What is presented is only a concept design. SMC has been unable to point to another similar underground interchange anywhere in the world. No engineer has been available at the EIS sessions to discuss how three levels of crossing tunnels could be built under densely populated streets of old houses in Rozelle.

There is no evidence that the Sydney Motorway Corporation or its potential contractors have the experience that would be required to build the concept in the EIS.

#### Construction Impacts

I am upset that already the Rozelle railyards are being torn up on the basis of this flimsy EIS. If construction was to begin, the impact on the area would be devastating.

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.

#### Parking

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 constructors 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.

#### Traffic congestion gets worse

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.

#### Criss-crossing Tunnels under homes

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.

It would be socially irresponsible to approve this project.

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

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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. At no point have residents been heard or feedback considered. The entire WestConnex plan is questionable and there is no confidence that any benefits will be realised by residents or commuters.

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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'.

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

SMC was required to consider alternatives. This section in the EIS is tokenistic at best. The City of Sydney came up with a well thought out alternative plan and this has been ignored in the EIS. I find this quite disturbing as the City of Sydney is the only governmental entity that is actually willing to take on any criticisms, suggestions or grievances.

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

Yours sincerely, [REDACTED]

\_\_\_\_\_ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set the

FROM field of this email to our generic no-reply address at [campaigns@good.do](mailto:campaigns@good.do), however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

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**From:**  
**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Monday, 16 October 2017 7:36 AM  
**To:** [REDACTED]  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

**SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.** I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning must reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

Please listen to your constituents!

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

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no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

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

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

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

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

Yours sincerely, [REDACTED]

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**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

I am very concerned about the development and the impacts of Westconnex in my local area, where i have lived for 25 years. I am particularly concerned about the impacts of unfiltered stacks close to residential areas and the resulting negative effects on health, especially on young children and older people. I strongly object to the entire proposal in and request that 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 hopeful that NSW Planning will reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions of dollars are spent and the lives and health of local residents are damaged.

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the

impacts set out in the EIS rely upon them being built – that is, traffic will lessen once they are built. However, there is no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

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

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)

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED] at [REDACTED]

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

**From:**  
**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS. JUST DO IT!

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

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

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

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

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

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

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

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

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

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

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

This is a crazy thing to wreck our city.

Yours sincerely, [REDACTED]

\_\_\_\_\_ This email was sent by [REDACTED] via Do Gooder, a website that allows people to contact you regarding issues they consider important. In accordance with web protocol FC 3834 we have set

the FROM field of this email to our generic no-reply address at [campaigns@good.do](mailto:campaigns@good.do), however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

Please reply to [REDACTED] at [REDACTED]

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

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Friday, 13 October 2017 6:27:00 AM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I have two points to make:

1) I don't understand why the State Government cannot make the rail link to both of Sydney's airport more appealing to the traveller by scrapping the current high-priced "gouge" and lowering the current rail fare to normal suburban rates. My understanding is that a precedent has been set because the fares to Green Square and Mascot on the Airport Line were originally higher and were reduced by a government decision. Surely a cheaper airport fare will encourage greater use and provide a viable alternative to spending billions of dollars ramming infrastructure through to the Sydney Airport site.

Thank you for the opportunity to submit my concerns.

2) I think it's imperative that if this massive project progresses, all exhaust stacks must be FILTERED. I find it alarming that with all our environmental knowledge and sophisticated technology the project planners are not insisting on filtering the air that is being returned to densely settled suburbs and adjacent schools.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (comments)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227327](https://majorprojects.accelo.com/?action=view_activity&id=227327)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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



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

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

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

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Friday, 13 October 2017 10:37:59 AM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:  
[REDACTED]  
[REDACTED]

Content:

I am very concerned that You are considering an unfiltered WestConnex Iron Cove stack on Terry St. We do not want our family to be affected by the pollution, noise and vibration during construction and when the stack is active. It is too close to our home and the school. How can the children be expected to learn to the best of their ability when they are affected by pollution and noise.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227359](https://majorprojects.accelo.com/?action=view_activity&id=227359)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

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

Attention Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

Postcode: [REDACTED]

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

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

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

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

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

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

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

Extra comments

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

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

Yours sincerely,

[Redacted signature]

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 00:28:30 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Kim Ross (object)

**From:** system@acelo.com On Behalf Of Kim Ross  
**Sent:** Friday, 13 October 2017 11:27:56 AM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Kim Ross (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kim Ross  
 [REDACTED]  
 [REDACTED]

Rozelle, NSW  
 2039

**Content:**

The lack of appropriately qualified road engineering enterprises prepared to make acceptable tenders to build the "Rozelle Interchange" (SMH, 12 October 2017 page 3) reinforces my view that the proposal for this interchange is misconceived and should be abandoned. The interchange was only ever a hasty and poorly thought out response to the need to withdraw the equally misconceived idea to disgorge the vehicles from the WestConnex tunnels in Camperdown, next to the sensitive equipment and vital emergency corridors of Royal Prince Alfred Hospital and adjacent to the CBD.

The current proposal to dump the same load of vehicles, with the toxic nitrogen dioxide and particulate fallout from their exhausts, between the Anzac and Iron Cove bridges is appalling traffic management. It is also completely irresponsible from the point of view of the health of the local community, particularly children at local schools and childcare centres. There are nine or more of these (Orange Grove Preschool, Orange Grove Primary School, Rozelle Childcare Centre, Rosebud Childcare Centre, St Thomas' Childcare Centre, KU Phoenix Childcare Centre, Rozelle Primary School Balmain Secondary College, Rozelle campus, and Birchgrove Primary School) within a kilometre or so, as the gas and particulate matter flies, from the proposed multiple exhaust stacks at Rozelle rail yards and Iron Cove. The spectre of these massive stacks led to the memorable comment at a recent public meeting that the area would resemble the Simpsons Springfield with its cooling towers.

I would point to the concerns relating to heart disease and respiratory diseases expressed by Dr Paul Torzillo, the Head of Respiratory Medicine at Royal Prince Alfred Hospital, as reported at page 9 of the Inner West Courier of 23 May 2017.

The problem is compounded by the fact that the Rozelle rail yards and Iron Cove are both low lying so that the tops of the stacks in these locations are on the same or very similar level as most of the buildings and playgrounds of these schools and childcare centres which are at higher levels - right in the line of the updraft from the stacks. There is no apparent recognition of these topographic features.

The Premier and Minister for Education have apparently personally assured the voters of the North Shore that they have nothing to worry about from unfiltered exhaust stacks of the Western Harbour Tunnel. Are the children of Rozelle more expendable than those in the electorates on the northern beaches? I am

sure that their parents will expect their children not to be treated less favourably.

As for what use might be made of the spaces created by closing off the Victoria Rd ends of the streets between Moodie and Iron Cove (ie Callan, Toelle, Clubb and Byrne streets) I cannot imagine that people will allow their young children to play or will want to exercise themselves under exhaust stacks at Iron Cove or the Rozelle rail yards.

Apart from the choking of the Iron Cove and Anzac bridges, there also seems to be a failure to properly consider the burden of traffic - noise, congestion and pollution - on the narrow surrounding streets, both during the prolonged construction phase and after completion, with drivers avoiding the increased chaos and potential cost of tunnels around Victoria Rd. The streets between Victoria Rd and the former Rozelle Hospital currently have restrictions on the size of trucks allowed to access them. They were not built for heavy traffic. And yet they are proposed to become a heavy construction zone - without compensation to residents who chose to live here because of its quiet streets and heritage character.

There is still a paucity of detail available about the routes of tunnels between the Rozelle rail yards and the Iron Cove Bridge including the exact routes they will take; the depths below residences on the streets under which the tunnels pass as they come to the surface; and what the "portals" will look like. It seems it is far more likely to look like an infernal spaghetti junction emerging from the bowels of the earth than the bucolic images created in the vague artists' impressions provided.

In general, I strongly object to the overall concept of linking the M4 to Victoria Rd and the Iron Cove and Anzac Bridges. Both of these are already at and beyond capacity. The proposition that the proposed interchange would reduce the volume of traffic on these already overloaded roadways is either naïve or hypocritical. In general, road widening and "upgrading" projects encourage people to take to their cars and fill the available road spaces. By contrast, major improvements in public transport can effectively reduce traffic volume. Much greater public utility could be achieved with less investment if even a small part of the capital spend on the WestConnex motorway construction were diverted instead to innovative public transport such as smaller feeder buses or multi-passenger vans, as well as improving existing light rail, train, ferry and bus services. Among other ways to improve these would be abolition of the aversive "access fee" on the rail connection to the airport.

With reference to the proposal to extend a connecting set of tunnels from the northern beaches under Birchgrove and Balmain, I was astonished and appalled to hear, at the information session at Balmain Town Hall, that people working on these plans apparently are not aware of the extensive network of old coal mines and shafts under these peninsulas (Balmain and Long Nose Point). It does not bode well for the planning process and adds to the sense that the whole project is being made up on the fly without adequate information.

Submission: Online Submission from Kim Ross (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227379](https://majorprojects.accelo.com/?action=view_activity&id=227379)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 01:52:40 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Anna Uszko (object)

**From:** system@accelo.com On Behalf Of Anna Uszko  
**Sent:** Friday, 13 October 2017 12:50:58 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Anna Uszko (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Anna Uszko

[REDACTED]

Rozelle, NSW  
2039

Content:

I object to the proposed placement of the Iron Cove/Terry St smokestack, and want them moved to the Rozelle Goods Yard, as SMC have said they can do this, and they'll have to have the smokestacks there anyway. This seems like a logical and cost effective means of mitigating the issue of particle pollution resulting from the smokestacks, particularly as their current proposed position is close to Rozelle Public School.

I look forward to hearing from you that you are willing to undertake this sensible solution to the issue.

Yours sincerely

Anna Uszko

Submission: Online Submission from Anna Uszko (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227390](https://majorprojects.accelo.com/?action=view_activity&id=227390)

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

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

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 02:02:19 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Bernard Ryan of St. Columba's Primary School (object)

**From:** system@acelo.com On Behalf Of Bernard Ryan  
**Sent:** Friday, 13 October 2017 1:02:04 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Bernard Ryan of St. Columba's Primary School (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Bernard Ryan

[REDACTED]  
 [REDACTED]  
 [REDACTED]

Leichhardt, NSW  
2040

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

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

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

I object to the use of Darley Rd, Leichhardt as a drive site as it lies within the catchment boundaries of St. Columba's Leichhardt North. Students who attend St. Columba's Primary School live on the northern side of the City West Link, and have to travel across this intersection each day to get to and from their Parish School. This drive site will impact on them, their families, and their journey to and from school, and it will create a greater risk of accident on their journey to and from school. The site cannot accommodate the projected traffic movements without jeopardising the road network. Darley Road is a critical access road for the residents of Leichhardt and the inner west to access and cross the City West Link. As the EIS acknowledges and anyone who have driven there knows, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.

I object to the use of Darley Rd, Leichhardt as a dive site as at present the EIS states that trucks are allowed to use local roads in 'exceptional' circumstances which includes queuing at the dive site. This must be changed to trucks cannot ever travel on local roads except when there is a true emergency. Elswick Street Leichhardt is too narrow to have trucks travelling on it, and where the pedestrian crossing is outside St. Columba's Primary School, the road narrows due to pedestrian and road control devices. Even in exceptional circumstances having trucks on Elswick Street creates too big a risk to the students, staff, families and residents of Elswick Street. The parking on the eastern side of Elswick Street is also rear to curb parking and this creates a greater risk of collision with trucks. This rear to curb parking is vital at school drop-off and pick-up times and introducing trucks to this mix is a recipe for an accident or fatality.

I object to the use of Darly Rd, Leichhardt as a dive site as the EIS does not provide appropriate parking for the estimated 100 or so workers that the EIS states will work every day at the site, while other equivalent sites have allocated parking for such workers (Northcote Civil site - 150 and Parramatta Road East Civil site - 140). It is also noted that the EIS provides for loss of 20 residential parks on Darley Road. Local streets are at capacity already because of the lack of off-street parking for many residents and the Light Rail stop which means that commuters use local streets. The EIS states that workers 'will be encouraged to use public transport.' The reference to The EIS needs to mandate that no trucks or construction vehicles are to park in local streets, especially Elswick Street due to St. Columba's Catholic Primary School. There needs to be a requirement that is enforceable that workers use the Light Rail stop which is adjacent to the site or a plan to bus in workers.

The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner Council Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site 9 James St and City West Link), based on TfNSW's own data, is the third most dangerous intersection in the Inner West. Despite that, SMC wishes to bring in 100 heavy vehicle movements a day, plus an additional 70 light vehicle movements. There have been two fatalities directly out front the proposed site and it is hard to comprehend that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS in its current form until the safety of all in the community is more carefully considered, planned for, and mandated in the EIS.

  
Submission: Online Submission from Bernard Ryan of St. Columba's Primary School (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227394](https://majorprojects.accelo.com/?action=view_activity&id=227394)

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

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

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Friday, 13 October 2017 1:08:58 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

Hi, I'm concerned about my childrens health at Rozelle Public School. The final design of the Iron Cove Link should include filtering of the ventilation shaft at Terry Street for PM2.5, AND the ventilation shaft moved to a safer distance away from the school.

In addition there should be the following:

- \* Air quality monitoring at the school before, during and after construction
- \* Truck management plans to ensure children's safety near the school
- \* Protection against excessive noise, dust, vibration and pollution during construction

Please incorporate the above

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227398](https://majorprojects.accelo.com/?action=view_activity&id=227398)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

[REDACTED]

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Friday, 13 October 2017 1:14 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

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

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS.

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED]

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

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 02:48:50 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Edward Ripard (object)

**From:** system@accelo.com On Behalf Of Edward Ripard  
**Sent:** Friday, 13 October 2017 1:30:11 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Edward Ripard (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Edward Ripard  
[REDACTED]

[REDACTED]

BALMAIN, NSW  
2041

Content:

I am deeply concerned about two matters:

1) the number of proposed exhaust stacks surrounding Balmain. There is a stack already in the suburb next to us (Darling Harbour) and the cruise ships at Balmain already pollute the local area. The proposed new stacks in the area will further concentrate the pumping of pollution into the air right next to Balmain to a grossly unfair and dangerously high level for local residents.

Also plans for another tunnel under Sydney Harbour between Balmain and the lower north shore will most likely result in yet another stack in Balmain. This will result in Balmain being surrounded by stacks which I think is very very unfair and dangerous for locals.

2) that the proposed stacks are unfiltered. Some argue that the benefit of filtering stacks is minimal but given the very high number of stacks in the area (see my previous point) I believe all stacks should be filtered to reduce the negative health effects on residents.

Thank you  
Eddie Ripard

Submission: Online Submission from Edward Ripard (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227411](https://majorprojects.accelo.com/?action=view_activity&id=227411)

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

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



**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 02:54:49 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Amanda Woodfield (object)  
**Attachments:** 227417\_EIS submission Amanda Woodfield\_2017Oct13\_1353.pdf

**From:** system@acelo.com On Behalf Of Amanda Woodfield  
**Sent:** Friday, 13 October 2017 1:54:10 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Amanda Woodfield (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Amanda Woodfield  
[REDACTED]

Rozelle, NSW  
 2039

Content:  
 13th October 2017  
 Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485  
 Attn: Director, Transport Assessments  
 Planning Services  
 Department of Planning & Environment  
 GPO Box 39  
 SYDNEY NSW 2001  
 RE: SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS

Dear Director,

I submit this objection as a long time resident of the Lilyfield/Annandale area (an area that will be greatly impacted by the M4-M5 Link Project (the subject of the EIS). I contend that NSW Planning must require the Proponent - the Roads & Maritime Services (RMS) to properly and adequately address the impacts set out below which are not adequately addressed in this EIS before any consideration is given for its approval. It is not adequate that a member of the public wanting to renovate their home is required to adhere to the process of statutory planning and development controls and yet a Government agency being the proponent of this EIS not also being subject to those same processes.

I therefore object to the M4-M5 Link proposal and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below:

1. The EIS is based on an indicative design only and has insufficient detail for the impacts of the proposed design, construction and operation of the project to be properly assessed and addressed by the public, local, State and Commonwealth Government agencies, infrastructure and service providers, special interest groups, affected land owners, businesses as well as the Department of Planning. The EIS does not sufficiently address these uncertainties and how these will be resolved in the next stages of the project.

Further, the public, agencies and key stakeholders impacted by the proposal will have no opportunity to further comment on the Preferred Infrastructure Report which will form the basis of the approval conditions. This means that key interest groups and affected residents will have limited say in the management of the impacts and or deficiencies identified in the EIS. The EIS needs to provide an opportunity for all interest groups directly affected by the project to meaningfully input into this report and the approval conditions now - given the project is one of the largest infrastructure projects in Australian history - at an estimated \$7.8 billion.

The EIS should be refused until the project uncertainties such as design, construction and operation methodologies are resolved or an additional layer of planning protection is provided via the Preferred Infrastructure Reporting so that there can be no question of probity or governance around approval of this project.

2. I object to the EIS on the basis that the "spaghetti junction" design for the Rozelle Interchange provides no certainty for its delivery and that it is virtually certain that the yet to be decided design and construct contractor of the project will want to change it. Sydney Motorway Corporation (SMC) - the company delivering WestConnex has not been able to identify any other similar underground interchange project in the world or find a construction company to build it (SMH: State rejects only bidder for construction of WestConnex spaghetti junction. October 11 2017). <http://www.smh.com.au/nsw/state-rejects-only-bidder-for-construction-of-westconnex-spaghetti-junction-20171011-gyysn9.html>

The indicative design has been described as "bizarre and virtually unbuildable" by one public commentator with engineering qualifications. This EIS should be rejected because the uncertainty with such a design concept without evidence that it could be constructed provides no guarantee that the project will proceed or be significantly amended. The process for approval for Stage 1 (M4 Motorway) and Stage 2 (M5 to St Peters) should be followed whereby the EIS was assessed following the appointment of and release of final design and construct drawings by the successful contractor and there is no reason why the approval process for Stage 3 M4-M5 Link should be any different.

3. The EIS should be refused on the basis that there has been inadequate public consultation. The NSW government's decision to release the WestConnex Stage 3 EIS just days after the end of the consultation period on the Concept Design "short-changed the inner west community." It appears clear that the NSW Government's sole intent with the lack of public consultation is to hasten the approval process so that it ensures a successful and smooth sale of the shares in the SMC - the company delivering WestConnex. It has been publicly reported that the Government is "ramping" up efforts for the sale of SMC and as a result tender bids are to be submitted by November 2017 (concurrently with the Department's assessment of the EIS) with the successful consortia (perhaps Transurban or some other international toll operator) awarded control of SMC by mid 2018. There is no doubt that the NSW Government is relying on the sale of 51% of SMC to shore up its budget ahead of the 2019 NSW State election. Due assessment of the EIS by the Department and the public should not be compromised as a result of political expediency and budgetary pressures.

4. The EIS should be refused on the basis of its inconsistencies and lack of planning integration with previously announced urban renewal strategies such as the Bays Precinct plans. In 2016 the Minister for Planning announced the Bays Precinct as an area of State Significance and the NSW Government said it would prioritise the rezoning and urban renewal of land within the Precinct. In July 2017, the NSW Premier Gladys Berejiklian announced a housing affordability package, declaring a number of additional Priority Precincts and Priority Growth areas. The Bays Precinct was one of those Priority Growth areas identified in the July 2017 announcement. The M4-M5 Link Project proposes to use the 10 hectares of land within the Rozelle Rail Yards - a sub precinct identified by the NSW Government and Urban Growth NSW for urban renewal providing mixed uses of housing, employment and open space - for green space with tunnelling below the surface. Urban Growth NSW according to their website are continuing to investigate the area as a long term destination for an urban renewal corridor to deliver much needed housing (including affordable housing), employment and open space (in line with the key narratives of the

Greater Sydney Commission and the Draft District Plans). See <http://thebayssydney.nsw.gov.au/destinations/rozelle-rail-yards/>

An objection is raised on the basis that the planned 10 hectares of open space announced as part of the M4-M5 Link Project will circumvent plans for the urban renewal of lands and their economic transformation and re-use for delivery of housing, employment and open space in the Rozelle Rail Yards - as had been proposed - putting even more pressure on the overheated Sydney housing market. The project further gives no certainty to the various planning strategies by making statements such as "should the project not proceed, the Rozelle Rail Yards would likely be developed in accordance with the Bays Precinct Transformation Plan, including the provision of public spaces, employment uses and mixed housing". This statement is incredibly confusing but yet is included multiple times in the EIS and provides enormous uncertainty for planners, local councils, the community, the Department, private land owners as well as other key stakeholders who are currently working towards developing Local Environmental Plans (LEPs) and Development Control Plans (DCPs) in line with the recommendations in the Greater Sydney Commission and Draft District Plans. The fact that parts of the project are not expected to be delivered or finalised until 2022 and 2023 means that it compromises any ability these agencies or stakeholders have to plan, and or deliver the much needed 5,700 new dwellings for the Inner West LGA by 2021 - as required in the District Plans. The EIS should be rejected until the Department and RMS have finalised plans for:

- i) The design and construct contractor
- ii) Final plans for construction of the M4-M5 Link Project including landscaping requirements
- iii) Identified finally any conflict between planning strategies as well as residual lands not required for the project so as to give certainty to planners, local councils and the Department to meet its objectives for future planning strategies.

The SEARs requirements issued by the Department for this EIS state that any conflicting information (such as construction of the project and urban renewal of land) must be avoided. The EIS should be rejected until such time as this conflict is resolved.

5. 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 when Stage 3 was completed (if at all). It states that Stage 3 would do nothing to improve traffic congestion in the area and in fact it will worsen the problem. Many of these areas are already congested at peak times. Relying on the delivery of other road infrastructure projects such as the future Western Harbour Tunnel, Beaches Link, Sydney Gateway and F6 extension and admitting that the current M4-M5 Link would see an increase in traffic generation and bottlenecks in the immediate future without the certainty of these future project being realised is a reason for refusal of this EIS.

6. The EIS should be refused on the basis that the traffic data relied upon are not reliable and have been described as "overly optimistic". Only last week Citi financial analysts in a report to their investors were of the view that the traffic predictions contained in the EIS were unlikely to be achievable. An EIS based on inaccurate traffic data analysis should not be approved.

AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic data. 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) <http://www.smh.com.au/nsw/pressure-builds-on-state-government-to-sweeten-westconnex-sale-20171005-gyur5w.html>.

The proponent should update the traffic modelling data to reflect the more realistic project traffic volumes so that a proper assessment of the EIS by the community and key stakeholders including infrastructure and service providers can be undertaken.

7. The economic justification for this project is the approval and construction of further toll roads.

Throughout the EIS there are references to future projects such as the F6 extension and Western Harbour Tunnel and Beaches Link. It is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely totally upon them being built - that is, traffic will lessen once they are built. However, there is no certainty this will occur. Any references to toll roads or future road infrastructure not yet delivered, in the context of impacts from this project, need therefore to be assessed and then separately disregarded to show the true Benefit Cost Ratios (BCR) and the proponent should be asked to recalculate these for the project together with an assessment of alternative transportation methods such as future rail (such as the Sydney Metro), bus and light rail.

The EIS should not be approved until a thorough assessment of this has been completed.

8. I object to this EIS on the basis that it proposes and promotes poor air quality through the use of unfiltered ventilation systems in both the Rozelle Rail Yards and on Victoria Road. I am particularly concerned that schools are located near the locations identified for such unfiltered systems. The EIS states, there are at least 5 schools that will be in the orbit of these unfiltered plumes. 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. As a result, the EIS should not be approved or conditions of consent should be imposed requiring the use of filtered ventilation systems.

9. I further object to the design of the ventilation stacks which are proposed in the concept design to be around 35 metres in height. Given the EIS is a concept design, there is no guarantee that the ventilation stacks won't be much higher. As a result of these heights and the plumes of extracted unfiltered exhaust fumes the EIS proposes planning controls to ensure future developments are not adversely impacted by emissions from the ventilation outlets. Given the Government has previously committed to the Bays Precinct as a Priority Growth area and the need to deliver much needed housing to the Inner West LGA, I object to the EIS on the basis that certainty in the design is needed to ensure future densities can be delivered for the area.

10. 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.

11. I object to the compulsory acquisition of industrial and commercial properties along Lilyfield Road, Rozelle being the Gillespie Crane, Swadling Timberyard and Desane Group properties. These properties had each engaged with the Department of Planning separately lodging planning proposals for the delivery of mixed use developments in line with the planning of the Bays Precinct. These respective developments, if approved would have delivered much needed housing to the Inner West LGA including at least 10-15% affordable housing component. These properties were then compulsorily acquired at below market offers by the proponent for the purposes of "light vehicle parking" according to the EIS and later to be used to assist the Government to deliver 10 hectares of green space. I object to the requirement of privately held properties being acquired, at multiples of millions of dollars for the delivery of staff parking and future green space. Apart from the businesses being long standing operators in the area, the use of Government owned land in the vicinity of Lilyfield Road (including the Rozelle Rail Yards, White Bay and Glebe Island) would be a far more efficient and economic use of tax payer money. The SEARS requirements state under Socio-economic, Land Use and Property: "passively landscaped areas should not be the default use for residual land". Yet the concept design in this EIS shows acquired land along Lilyfield Road Rozelle being used for this very purpose (passive landscape areas). This is not an efficient and economic use of the land and is contrary to the planning that has been underway for several years for the area by both the Department and the individual land owners.

A cynic may conclude that the Lilyfield Road properties were acquired by the proponent not for the purposes of passive landscaping but rather for "value capture" purposes- particularly as it continues to consult closely with UrbanGrowth NSW for the delivery of key components of the Bays Precinct Urban Transformation Plan according to the EIS, details of which are yet to be finalised. The EIS should not be approved until the NSW Government reveals the true discussions the proponent RMS has been having with Urban Growth NSW and the Department on the delivery and urban renewal of residual lands within the Rozelle Rail Yards project footprint as part of the Bays Precinct Transformation Plan and why the proponent is acquiring privately owned property for the purposes of passive landscaping and not providing residual lands that are designed to positively contribute to additional community uses, public recreation uses as well as affordable and social housing as per the SEARs requirements.

Overall, 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 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 a glossy brochure, light on detail, which minimise the negative aspects of a project and state that every impact will be managed by a 'plan' or future consultation that never eventuates.

The high number of residents in Haberfield, Lilyfield, Rozelle, Annandale and Leichhardt who will be impacted by this enormous and complex infrastructure project requires much more attention by the Department and the NSW Government as opposed to political expediency for upcoming State elections. I urge the Secretary of Planning to advise the Minister to reject this EIS until the inconsistencies and details for the project are finalised. You are entitled to 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.

Kind Regards

Amanda Woodfield

Unit 407, 47-51 Lilyfield Road

ROZELLE NSW 2039

woodtrone@bigpond.com

Submission: Online Submission from Amanda Woodfield (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227417](https://majorprojects.accelo.com/?action=view_activity&id=227417)

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

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

13<sup>th</sup> October 2017

**Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485**

Attn: Director, Transport Assessments

Planning Services

Department of Planning & Environment

GPO Box 39

SYDNEY NSW 2001

**RE: SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS**

Dear Director,

I submit this objection as a long time resident of the Lilyfield/Annandale area (an area that will be greatly impacted by the M4-M5 Link Project (the subject of the EIS). I contend that NSW Planning must require the Proponent – the Roads & Maritime Services (RMS) to properly and adequately address the impacts set out below which are not adequately addressed in this EIS before any consideration is given for its approval. It is not adequate that a member of the public wanting to renovate their home is required to adhere to the process of statutory planning and development controls and yet a Government agency being the proponent of this EIS not also being subject to those same processes.

I therefore object to the M4-M5 Link proposal and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below:

1. The EIS is based on an indicative design only and has insufficient detail for the impacts of the proposed design, construction and operation of the project to be properly assessed and addressed by the public, local, State and Commonwealth Government agencies, infrastructure and service providers, special interest groups, affected land owners, businesses as well as the Department of Planning. The EIS does not sufficiently address these uncertainties and how these will be resolved in the next stages of the project.

Further, the public, agencies and key stakeholders impacted by the proposal will have no opportunity to further comment on the Preferred Infrastructure Report which will form the basis of the approval conditions. This means that key interest groups and affected residents will have limited say in the management of the impacts and or deficiencies identified in the EIS. The EIS needs to provide an opportunity for all interest groups directly affected by the project to meaningfully input into this report and the approval conditions now – given the project is one of the largest infrastructure projects in Australian history – at an estimated \$7.8 billion.

The EIS should be refused until the project uncertainties such as design, construction and operation methodologies are resolved or an additional layer of planning protection is

provided via the Preferred Infrastructure Reporting so that there can be no question of probity or governance around approval of this project.

2. I object to the EIS on the basis that the “spaghetti junction” design for the Rozelle Interchange provides no certainty for its delivery and that it is virtually certain that the yet to be decided design and construct contractor of the project will want to change it. Sydney Motorway Corporation (SMC) – the company delivering WestConnex has not been able to identify any other similar underground interchange project in the world or find a construction company to build it (SMH: State rejects only bidder for construction of WestConnex spaghetti junction. October 11 2017). <http://www.smh.com.au/nsw/state-rejects-only-bidder-for-construction-of-westconnex-spaghetti-junction-20171011-gyysn9.html>

The indicative design has been described as “bizarre and virtually unbuildable” by one public commentator with engineering qualifications. This EIS should be rejected because the uncertainty with such a design concept without evidence that it could be constructed provides no guarantee that the project will proceed or be significantly amended. The process for approval for Stage 1 (M4 Motorway) and Stage 2 (M5 to St Peters) should be followed whereby the EIS was assessed following the appointment of and release of final design and construct drawings by the successful contractor and there is no reason why the approval process for Stage 3 M4-M5 Link should be any different.

3. The EIS should be refused on the basis that there has been inadequate public consultation. The NSW government’s decision to release the WestConnex Stage 3 EIS just days after the end of the consultation period on the Concept Design “short-changed the inner west community.” It appears clear that the NSW Government’s sole intent with the lack of public consultation is to hasten the approval process so that it ensures a successful and smooth sale of the shares in the SMC - the company delivering WestConnex. It has been publicly reported that the Government is “ramping” up efforts for the sale of SMC and as a result tender bids are to be submitted by November 2017 (concurrently with the Departments assessment of the EIS) with the successful consortia (perhaps Transurban or some other international toll operator) awarded control of SMC by mid 2018. There is no doubt that the NSW Government is relying on the sale of 51% of SMC to shore up its budget ahead of the 2019 NSW State election. Due assessment of the EIS by the Department and the public should not be compromised as a result of political expediency and budgetary pressures.
4. The EIS should be refused on the basis of its inconsistencies and lack of planning integration with previously announced urban renewal strategies such as the Bays Precinct plans. In 2016 the Minister for Planning announced the Bays Precinct as an area of State Significance and the NSW Government said it would prioritise the rezoning and urban renewal of land within the Precinct. In July 2017, the NSW Premier Gladys Berejiklian announced a housing affordability package, declaring a number of additional Priority Precincts and Priority Growth areas. The Bays Precinct was one of those Priority Growth areas identified in the July 2017 announcement. The M4-M5 Link Project proposes to use the 10 hectares of land within the Rozelle Rail Yards – a sub precinct identified by the NSW Government and Urban Growth

NSW for urban renewal providing mixed uses of housing, employment and open space – for green space with tunnelling below the surface. Urban Growth NSW according to their website are continuing to investigate the area as a long term destination for an urban renewal corridor to deliver much needed housing (including affordable housing), employment and open space (in line with the key narratives of the Greater Sydney Commission and the Draft District Plans). See <http://thebayssydney.nsw.gov.au/destinations/rozelle-rail-yards/>

An objection is raised on the basis that the planned 10 hectares of open space announced as part of the M4-M5 Link Project will circumvent plans for the urban renewal of lands and their economic transformation and re-use for delivery of housing, employment and open space in the Rozelle Rail Yards – as had been proposed – putting even more pressure on the overheated Sydney housing market. The project further gives no certainty to the various planning strategies by making statements such as “should the project not proceed, the Rozelle Rail Yards would likely be developed in accordance with the Bays Precinct Transformation Plan, including the provision of public spaces, employment uses and mixed housing”. This statement is incredibly confusing but yet is included multiple times in the EIS and provides enormous uncertainty for planners, local councils, the community, the Department, private land owners as well as other key stakeholders who are currently working towards developing Local Environmental Plans (LEPs) and Development Control Plans (DCPs) in line with the recommendations in the Greater Sydney Commission and Draft District Plans. The fact that parts of the project are not expected to be delivered or finalised until 2022 and 2023 means that it compromises any ability these agencies or stakeholders have to plan, and or deliver the much needed 5,700 new dwellings for the Inner West LGA by 2021 – as required in the District Plans. The EIS should be rejected until the Department and RMS have finalised plans for:

- i) The design and construct contractor
- ii) Final plans for construction of the M4-M5 Link Project including landscaping requirements
- iii) Identified finally any conflict between planning strategies as well as residual lands not required for the project so as to give certainty to planners, local councils and the Department to meet its objectives for future planning strategies.

The SEARs requirements issued by the Department for this EIS state that any conflicting information (such as construction of the project and urban renewal of land) must be avoided. The EIS should be rejected until such time as this conflict is resolved.

5. 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 when Stage 3 was completed (if at all). It states that Stage 3 would do nothing to improve traffic congestion in the area and in fact it will worsen the problem. Many of these areas are already congested at peak times. Relying on the delivery of other road infrastructure projects such as the future Western Harbour Tunnel, Beaches Link, Sydney Gateway and F6 extension and admitting that the current M4-M5 Link would see an increase

in traffic generation and bottlenecks in the immediate future without the certainty of these future project being realised is a reason for refusal of this EIS.

6. The EIS should be refused on the basis that the traffic data relied upon are not reliable and have been described as “overly optimistic”. Only last week Citi financial analysts in a report to their investors were of the view that the traffic predictions contained in the EIS were unlikely to be achievable. An EIS based on inaccurate traffic data analysis should not be approved.

AECOM, the company responsible for this EIS, has a well-documented record of wrongly predicting traffic data. 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) <http://www.smh.com.au/nsw/pressure-builds-on-state-government-to-sweeten-westconnex-sale-20171005-gyur5w.html>.

The proponent should update the traffic modelling data to reflect the more realistic project traffic volumes so that a proper assessment of the EIS by the community and key stakeholders including infrastructure and service providers can be undertaken.

7. The economic justification for this project is the approval and construction of further toll roads. Throughout the EIS there are references to future projects such as the F6 extension and Western Harbour Tunnel and Beaches Link. It is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely totally upon them being built - that is, traffic will lessen once they are built. However, there is no certainty this will occur. Any references to toll roads or future road infrastructure not yet delivered, in the context of impacts from this project, need therefore to be assessed and then separately disregarded to show the true Benefit Cost Ratios (BCR) and the proponent should be asked to recalculate these for the project together with an assessment of alternative transportation methods such as future rail (such as the Sydney Metro), bus and light rail.

The EIS should not be approved until a thorough assessment of this has been completed.

8. I object to this EIS on the basis that it proposes and promotes poor air quality through the use of unfiltered ventilation systems in both the Rozelle Rail Yards and on Victoria Road. I am particularly concerned that schools are located near the locations identified for such unfiltered systems. The EIS states, there are at least 5 schools that will be in the orbit of these unfiltered plumes. 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. As a result, the EIS should not be approved or conditions of consent should be imposed requiring the use of filtered ventilation systems.

9. I further object to the design of the ventilation stacks which are proposed in the concept design to be around 35 metres in height. Given the EIS is a concept design, there is no guarantee that the ventilation stacks won't be much higher. As a result of these heights and the plumes of extracted unfiltered exhaust fumes the EIS proposes planning controls to ensure future developments are not adversely impacted by emissions from the ventilation outlets. Given the Government has previously committed to the Bays Precinct as a Priority Growth area and the need to deliver much needed housing to the Inner West LGA, I object to the EIS on the basis that certainty in the design is needed to ensure future densities can be delivered for the area.
10. 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.
11. I object to the compulsory acquisition of industrial and commercial properties along Lilyfield Road, Rozelle being the Gillespie Crane, Swadling Timberyard and Desane Group properties. These properties had each engaged with the Department of Planning separately lodging planning proposals for the delivery of mixed use developments in line with the planning of the Bays Precinct. These respective developments, if approved would have delivered much needed housing to the Inner West LGA including at least 10-15% affordable housing component. These properties were then compulsory acquired at below market offers by the proponent for the purposes of "light vehicle parking" according to the EIS and later to be used to assist the Government to deliver 10 hectares of green space. I object to the requirement of privately held properties being acquired, at multiples of millions of dollars for the delivery of staff parking and future green space. Apart from the businesses being long standing operators in the area, the use of Government owned land in the vicinity of Lilyfield Road (including the Rozelle Rail Yards, White Bay and Glebe Island) would be a far more efficient and economic use of tax payer money. The SEARS requirements state under Socio-economic, Land Use and Property: "passively landscaped areas should not be the default use for residual land". Yet the concept design in this EIS shows acquired land along Lilyfield Road Rozelle being used for this very purpose (passive landscape areas). This is not an efficient and economic use of the land and is contrary to the planning that has been underway for several years for the area by both the Department and the individual land owners.

A cynic may conclude that the Lilyfield Road properties were acquired by the proponent not for the purposes of passive landscaping but rather for "value capture" purposes— particularly as it continues to consult closely with UrbanGrowth NSW for the delivery of key components of the Bays Precinct Urban Transformation Plan according to the EIS, details of which are yet

to be finalised. The EIS should not be approved until the NSW Government reveals the true discussions the proponent RMS has been having with Urban Growth NSW and the Department on the delivery and urban renewal of residual lands within the Rozelle Rail Yards project footprint as part of the Bays Precinct Transformation Plan and why the proponent is acquiring privately owned property for the purposes of passive landscaping and not providing residual lands that are designed to positively contribute to additional community uses, public recreation uses as well as affordable and social housing as per the SEARs requirements.

Overall, 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 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 a glossy brochure, light on detail, which minimise the negative aspects of a project and state that every impact will be managed by a 'plan' or future consultation that never eventuates.

The high number of residents in Haberfield, Lilyfield, Rozelle, Annandale and Leichhardt who will be impacted by this enormous and complex infrastructure project requires much more attention by the Department and the NSW Government as opposed to political expediency for upcoming State elections.

I urge the Secretary of Planning to advise the Minister to reject this EIS until the inconsistencies and details for the project are finalised. You are entitled to 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.

Kind Regards

Amanda Woodfield

Unit 407, 47-51 Lilyfield Road

ROZELLE NSW 2039

[woodtrone@bigpond.com](mailto:woodtrone@bigpond.com)

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Friday, 13 October 2017 2:09:59 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:  
[REDACTED]  
[REDACTED]

Content:

I don't want any money spent on tollways that will be sold off to private companies. None. No dollars. No money. No govt time no nothin! What part of no don't you understand?

SPEND MY TAXES ON RAILWAYS AND  
NOT PRIVATE ONES !!!!!!!!!!!!!

Give it away Gladys!!!!!!!!

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227423](https://majorprojects.accelo.com/?action=view_activity&id=227423)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

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

**From:** system@acelo.com On Behalf Of [REDACTED]  
**Sent:** Friday, 13 October 2017 2:24:03 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I object in the strongest terms to the M4-M5 Link EIS. As residents of the north end of Annandale the construction and eventual operation of the M4-M5 link as described in this document would have significant detrimental effects on the quality of life of my family.

The EIS describes minimal dust, sound and vibration effects, but this is not at all consistent with the feedback I have heard from residents affected by earlier Westconnex stages of construction, particularly in St Peters.

My child is currently a toddler and will start preschool during construction - all of the local facilities we are considering would also be affected by M4-M5 Link works, meaning he would be exposed to negative effects of Westconnex 24 hours per day. My child is at higher than average risk of developing asthma, so any change in the air quality is of grave concern to us. We are only separated from the City Westlink by the light rail track and some vegetation, so an extra 50 heavy vehicles per day on this road is likely to have substantial noise and air quality impacts for us. I work from home so I will also be subject to these effects 24 hours per day.

The 24-hour-per-day tunnelling would pass under our house making us highly affected by the works.

I am very concerned about the impact of so much extra traffic on The Crescent, which already struggles with high traffic flows.

Our street is already experiencing major parking issues due to out-of-area contractors - the EIS does not adequately address this, particularly as it will relate to Rozelle Rail Yards work. Higher amounts of traffic also increase pedestrian risk.

By spending huge amounts of money and substantially disrupting people's lives to build these road

projects, the government is providing incentives to drive. What we as residents really need is more and better public transport to minimise the use of cars.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227425](https://majorprojects.accelo.com/?action=view_activity&id=227425)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

**From:**  
**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

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

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

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

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

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

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

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

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

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

I urge the Secretary of NSW Planning to advise the Minister to reject this. EIS.

Yours faithfully, [REDACTED]

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

Please reply to [REDACTED] at [REDACTED]

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

**From:** Colin Fraser <campaigns@good.do>  
**Sent:** Tuesday, 10 October 2017 6:04 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, Colin Fraser 177 Mitchell Rd, Alexandria NSW 2015, Australia

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Please reply to Colin Fraser at [colinfraser64@gmail.com](mailto:colinfraser64@gmail.com).

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**From:** Morna Nancarrow <campaigns@good.do>  
**Sent:** Tuesday, 10 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 in its entirety. The EIS should be rejected and instead, there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

The whole basis of this project is pushing more greenhouse gas into the environment with its emphasis on private vehicle transport. The emphasis should be on developing better public transport, not introducing more traffic into the already congested inner city roads. Private tollways tend to push people to "rat runs".

There are serious doubts about the business case and traffic modelling, as has repeatedly happened in other infrastructure projects.

I am deeply suspicious of the way this project is being off loaded to private companies and subcontractors who tend to obfuscate and shift responsibility. They are driven by profit rather than public good.

As my house has tunnels proposed underneath, there is a significant chance of damage and cracking. So far residents affected in this way are reporting being given the run around.

I strongly object to unfiltered stacks in our local area. There are proven deleterious health effects. The communities through which these stacks are placed are densely residential with many schools within range. Considering the outrageous amount of tax payers' money being spent on this project, filtering the stacks to protect the taxpayers would seem prudent.

I request receipt of my objection be acknowledged.

Yours sincerely, Morna Nancarrow 96 Ryan St, Lilyfield NSW 2040, Australia

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Please reply to Morna Nancarrow at mornanancarrow@gmail.com.

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning should reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged. I am very concerned by the air quality impacts at my children's schools and daycares, and the choke points of traffic rather than the improvement of public transport.

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them beign built – that is, traffic will lessen once they are built. However, there is

no certainty this will occur – indeed, the State Opposition is opposed to both projects. Any references to these toll roads, in the context of impacts from this project, need therefore to be disregarded.

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

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

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

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

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

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

Yours sincerely,

[REDACTED]

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Please reply to [REDACTED] at [REDACTED]

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** 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 absolutley against the entire Westconnex scam of public money and its shroud of secrecey.

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

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

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

The economic basis for this project is the approval of further toll roads. Throughout the EIS there are references to the f6 and Northern beaches Link; it is assumed that these toll roads will, in fact, be built. The issue with this is that the impacts set out in the EIS rely upon them beign built – that is, traffic will lessen once they are built. However, there is

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

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

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

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

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

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Yours sincerely, [REDACTED]

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**From:**  
**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Sunday, 15 October 2017 3:49 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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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'.

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED]

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Saturday, 14 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.

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Monday, 16 October 2017 7:05 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

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The Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. So the community would have to put up with the exhaust from tunnels and additional car

emissions from the traffic. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a carcinogen.

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

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

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

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

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**From:**  
**Sent:**  
**To:**  
**Subject:**

Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS. This is my personal submission of objection to the proposal and I am utilizing the message below to articulate my concerns. I live near the proposed St Peters exchange and believe this will seriously impact on my amenity and health due to noise and air pollution, and the increased vehicle movements will severely impact the already congested local streets. There has been a lack of clarity and transparency in the entire process, the data and promises of improved transport results are flawed and inaccurate to say the least, public consultation has been cursory and unconvincing and dishonest, the financial investment is astronomical and unjustifiable for the predicted results and could be much better spent on more effective alternative strategies that include linking up rail lines and providing more and better widespread public transport, the destruction of people's homes and communities is deplorable and tragic, and the inclusion of unfiltered ventilation stacks near homes and schools and parks is completely criminal as the health risks associated with particulate air borne pollution are serious and well documented. The entire project should be halted. Westconnex is NOT "for people",

since you clearly have not listened to or addressed the many many concerns expressed in the previous thousands and thousands of submissions objecting to it; it is clearly and solely for the financial benefit of the contractors and some sort of political brownie points you think you might be earning.

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

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

The number of vehicles that would go in and out of the site on a daily basis. 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

The EIS states that to minimise disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. The community is well aware of the dreadful night noise that has impacted on the residents of Haberfield and finds it unacceptable that SMC and RMS would be again knowingly allowed to inflict it on another community. NSW Planning should not impose such open ended conditions. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring. Night work is objected to in the strongest terms.

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

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

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

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

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

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

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

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

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

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

additional 70 light vehicle movements. There have been two fatalities directly out front the proposed site and it belied belief that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

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

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED] at [REDACTED]

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

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 00:00:20 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Derek Waddell (object)

**From:** system@acelo.com On Behalf Of Derek Waddell  
**Sent:** Friday, 13 October 2017 10:59:59 AM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Derek Waddell (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Derek Waddell  
 [REDACTED]

[REDACTED]

Balmain, NSW  
 2041

Content:


I am writing to object to the West Connex on the following grounds:

- 1) we already have too many motorways in the Sydney basin - more motorways simply attract more cars and trucks, and therefore more congestion and pollution
- 2) we are crying out for public transport options. I suggest you invite 2 qualified people from Hong Kong, to draw up comprehensive public transport plans for the inner city area, with complementary car parks and free shuttle buses on the outskirts.
- 3) Sydney is a beautiful city but the motorways and congestion are gradually ruining its unique qualities and turning it into just another boring city. The Cahill Expressway's blot over Circular Quay should have been a warning.
- 4) the loss of hundred year old trees and heritage houses is a disgrace
- 5) the proposed smokestacks near primary schools are an obscenity - do you never learn from all the toxic outputs in our cities and waterways.
- 6) Rozelle is already a black spot for congestion as is the Anzac Bridge and the Iron Cove Bridge. We need less cars and trucks and more bus and bike lanes.
- 7) the only people who will benefit from the West Connex are the self-important Coalition in crowd - the Greiners and Brogdens of the world - and their favoured companies to whom you are giving the right to rip us all off.

Please put a moratorium on all motorways and put together a comprehensive plan involving world-

renowned planners and environmentalists rather than politicians, developers and bureaucrats.

Sydney is too precious a gem of a city to be ruined by your corrupt short-sighted idiocy.

  
Submission: Online Submission from Derek Waddell (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227366](https://majorprojects.accelo.com/?action=view_activity&id=227366)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

**Derek Waddell**

**derekwaddell1@gmail.com**

**411 Evans St**

**Balmain NSW 2039 Australia**

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

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

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

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

Extra comments

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

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

Yours sincerely,

Derek Waddell

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Friday, 13 October 2017 2:00:01 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

Content:

Reference: Westconnex M4-M5 Submission / Objection

I am writing to make a submission on the incompleteness of the EIS, particularly around my local Rozelle area, and the subsequent conclusions drawn from this incomplete/incorrect data.

The sections of the EIS that deal with this site are not sufficiently detailed to be regarded as an EIS. What is presented is only a concept design. SMC has been unable to point to another similar underground interchange anywhere in the world. No engineer has been available at the EIS sessions to discuss how three levels of crossing tunnels could be built under densely populated streets of old houses in Rozelle. There is no evidence that the Sydney Motorway Corporation or its potential contractors have the experience that would be required to build the concept in the EIS.

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.

#### Tunnelling

These tunnels will be directly under my house / street. I am concerned that construction will cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle, which combined with the known underground spring in our area will spread of soil contaminants throughout the surrounding area.

\* I am also concerned that tunnelling will damage my house - with three levels of tunnels with the top one of these only 15 metres from the surface, damage is likely.

\* I am concerned about the air pollution, noise and vibration during four to five years of construction

works, especially tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

- \* I am concerned about construction work being so close to schools and day care centres, as children are more susceptible to negative impacts such as learning impairments, heart and lung disease

- \* Please ensure children living within 500m of construction are able to receive full nights' of sleep, as lack of sleep leads to tiredness and proven difficulty learning,

- \* Please address the need for additional footbridges/underpasses across Victoria Road to Darling Street and to Terry Street.

- \* I would like provision of air-conditioning for all homes, businesses, schools and day care centres within 500m of construction, so windows can be kept shut to avoid construction noise and air pollution,

- \* Please provide guarantees that the Iron Cove Link remains toll free to avoid the creation of rat runs in Rozelle and Lilyfield by road users avoiding tolls,

- \* A traffic plan to maximise our children's health and safety and ability to walk to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park, and the School swim carnival at Drummoyne pool,

- \* I would like details of the impacts on bus routes and stops, and cycle paths and footpaths within 500m of construction, including but not limited to Victoria Road during construction and operation, so I can get to work,

#### Pollution and Air Quality/

Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Particulate matter is linked with asthma, lung Disease, cancer and stroke.

- \* 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.

- \* The government needs to urgently review its policy of support for unfiltered stacks.

- \* I note that the Education Minister, who as Planning Minister approved the M4 East and New M5, stated that the would not allow unfiltered ventilation stacks in his electorate.

Annandale, Haberfield, Rozelle, Lilyfield and St Peters will be exposed to unacceptable health risks.

- \* 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 areas 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 Rozelle interchange is only a concept at this stage and should not be approved.

But even as a concept, its dangers are revealed. Rozelle would be lumbered by an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs.

- \* The interchange has long climbs that will increase emissions concentrations, which will then be pumped into the surrounding area.

- \* The EIS shows significant traffic volumes will head onto the Anzac Bridge, which already operates at the lowest Level of Service (F) in peak times. The same issue arises with traffic volumes which head onto the Iron Cove Bridge.

- \* There will be significant queues heading into the tunnels, greatly increasing the level of emissions, but the model does not account for these conditions.

The three pollution Stacks in the Rozelle Rail yards are shown to be 38 meters high. This is a totally inappropriate location for these pollution stacks as the Rozelle Rail Yards are in a valley and the stacks will be on land that is approximately 3.5 meters above sea level.

\* Balmain Road between Wharf Rd and Victoria Road is at an elevation of on average 37 meters. Orange Grove Primary School is at an elevation of 33.4 meters. Areas of Hornsey Rd Rozelle are at 28 meters. The area near the junction of Annandale and Weynton streets in Annandale has an elevation of 29 meters.

\* All these areas are in close proximity to these stacks and as a result, all the pollution from these stacks will almost be on the same level and so will be blowing almost directly into these properties, especially in summer when many windows are open. This is completely unacceptable.

\* In addition, when there is no wind, the pollution will accumulate in this valley area and make the surrounding area highly polluted. This is also not acceptable. Young children, the elderly and those suffering from lung and heart disease will be placed at serious risk.

\* There are also at least 4 schools of primary age children well within one kilometre of these stacks. Young children are the most vulnerable to pollution related disease

#### Traffic

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.

The 2023 'cumulative' modelling scenario includes the Sydney Gateway and the western harbour tunnel but neither of these projects are currently committed to and it is highly unlikely they will be completed by this date. Heading north on Victoria Road traffic is currently stalled at the Iron Cove Bridge where the lanes merge. Having additional lanes merge into this same area will contribute to stationary (non-free flowing) traffic, which is not reflected in the air quality modelling.

#### Public Transport

I have lived and worked in many large cities throughout the world, and the best ones are where public transport has been prioritised. Catching the train to work underpins these successful cities; being able to drive on a highway to the city centre does not. The cost and disruption of these tunnels to the area do not demonstrate an appropriate cost/benefit under any reasonable scenario; whereas the damage to health, schooling and the community of this area is enormous and will be felt for years.

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227419](https://majorprojects.accelo.com/?action=view_activity&id=227419)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 03:08:42 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Penelope Sorensen (object)

**From:** system@accelo.com On Behalf Of Penelope Sorensen  
**Sent:** Friday, 13 October 2017 2:08:01 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Penelope Sorensen (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Penelope Sorensen

[REDACTED]

Rozelle, NSW  
2039

Content:  
Hi,

I'm very concerned about the West Connex generally, but particularly the smoke stack and construction near Rozelle Public School where my daughter currently attends and my son will shortly attend. Especially:

- \* Air quality monitoring at the school before, during and after construction
- \* Truck management plans to ensure children's safety near the school

I would like greater clarity on:

- \* Protection against excessive noise, dust, vibration and pollution during construction

And I would like:

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

Many thanks, Penelope

[REDACTED]

Submission: Online Submission from Penelope Sorensen (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227421](https://majorprojects.accelo.com/?action=view_activity&id=227421)

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

Site: #3247 M4-M5 Link

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

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 04:10:31 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Les Johnston (object)  
**Attachments:** 227429\_WestConnex Submission Oct 2017\_2017Oct13\_1507.pdf

**From:** system@accelo.com On Behalf Of Les Johnston  
**Sent:** Friday, 13 October 2017 3:08:11 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Les Johnston (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Les Johnston  
[REDACTED]  
[REDACTED]  
[REDACTED]

Balmain, NSW  
2041

Content:  
See the attached

[REDACTED]  
Submission: Online Submission from Les Johnston (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227429](https://majorprojects.accelo.com/?action=view_activity&id=227429)

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

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

# **WestConnex Submission**

## **M4-M5 Link**

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## The Author

The author was previously employed by the former State Pollution Control Commission and Environment Protection Authority (EPA) for over 27 years. He is an environmental professional with over 40 years experience. He has qualifications in engineering and public policy. He was involved in the development of the environmental noise manual and was an acoustics expert. His roles encompassed environmental assessment, approval, licensing, review and regulation of many industrial facilities. These included the Botany shipping facilities, Shell and Caltex refineries, Third Runway at Sydney Airport, Parramatta High Speed Ferry and the rail network.

This submission was prepared to ensure environmental protection for residents who will be impacted by the proposed WestConnex project. It is submitted to assist the assessment of this highly contentious project.

## Introduction

The EIS documents contain very limited detailed information on the content of the WestConnex project. The lack of details restricts informed comment on the impacts of the construction and operation of the project. So much detailed information is yet to be created and is proposed to be developed some time in the future in the form of “construction management plans” and other documents. It is these documents where the detail will be revealed about this project. The public will have no opportunity to comment on these detailed reports. For this reason, the EIS documents are little more than a concept document.

As a “concept” document, there are very limited options described in the EIS. The only options that are included are very minor such as providing power to the Rozelle site from one substation or another. No options such as alternative routes and analysis of transport options are outlined in the EIS. The lack of options infers that there is just one project being described in the EIS. The lack of critical environmental analysis of options is a major deficiency in the EIS which is inconsistent with the intent of the environmental planning legislation.

The large number of volumes of the EIS and the presentation of the information is complicated and inhibits the ability of the public to gain an understanding of the scope and magnitude of the environmental impact at a particular residential site. The repetitious content between “summary” chapters and appendices adds to the complexity rather than simplifies accessing detailed information about particular sites. The frequent reference to different documents within the EIS without including hyperlinks makes reading the documents unnecessary difficult. While slabs of the basic information are repeated in every document, critical information to maintain continuity of argument is held in a different section of the document. The compilation of the EIS is therefore challenging creating the impression that the proponent is seeking to hide information rather than provide open access to all environmental concerns. This is not consistent with the intent of the requirement to provide an EIS for public comment.

The documents also use a coding system for referencing different sites. This means the reader must jump backwards and forwards as the coding system contains no reference to a particular geographical location. This “unique” coding system makes the document unnecessarily hard to read and confusing to a person seeking site information. It would have been preferable to use a code system using existing street names with hyperlinks to a reference map.

The so called “community consultation” that was supposed to have taken place prior to the exhibition of the EIS appears to have had little, if any, impact on the released EIS. The EIS documents fail to address the duty of care issue imposed upon the proponent and the Government approval authorities to protect the health of the public and people using facilities constructed under the scope of the project. The omission of any consideration of options such as that developed by the City of Sydney Council, and the location of the Rozelle network underground, shows that the proponent has not fulfilled its obligation to include options in the EIS and to seriously consider submissions made by the public and Government.

The EIS documents present a glossy picture of the WestConnex project enabled by the lack of detail. The EIS provides little description of the scale and magnitude of the impact of the construction works on the local community. There are thousands of people living in very close proximity to the

major construction sites. The existing road traffic around Victoria Road, Anzac Bridge and the West Link is very large. The EIS documents do not detail the scope of the impact on residents nor people using the roadways during the 4-5 year construction period. Traffic disruption will be massive, annoyance and hostility and the lack of care displayed by the designers of this project will not come to realisation until construction works commence. The EIS fails to document the detail of how these issues will be managed as a consequence of the failure of the EIS to detail the works involved in the construction program.

## Air pollution from WestConnex

### 1. Justification for a project when air quality exceeds current criteria

The EIS states that the existing PM<sub>2.5</sub> concentrations at the Earlwood and Chullora sites operated by OEH already is close to or exceeds the 8µg/m<sup>3</sup> health criteria. As neither site is close to major roadways (and it is accepted that transport emissions are a major contributor to PM<sub>2.5</sub>,) how can this project be justified when it will cause further increases in PM<sub>2.5</sub>? Why should this project should be approved given that sites distant from the proposed tunnel system already breach health criteria?

### 2. Integrity, quantity, accuracy and precision of RMS air quality data

There is an historical lack of data on roadside air quality in the Sydney basin. OEH sites are purposed for “background” air pollution rather than roadside pollution levels. Sydney Airport has no air quality monitoring sites. The lack of a substantive body of air pollution data which satisfies audited quality assurance and quality control processes should preclude any decision on this project being made until such data has been obtained. A decision made on deficient data is contrary to the precautionary principle.

The air quality data which RMS has gathered is not of the same standard as that obtained by OEH. The RMS data is not gathered from a NATA accredited operator. The RMS data is not provided with public access in real time. The air quality data that RMS provided in real time for the White Bay cruise ship facility has had significant flaws. The RMS data has only been obtained for a few sites over a very limited time period. The deficiencies in RMS data would be rectified by more sites being used, making all data available to the public in real time, a longer time period of data acquisition and NATA accreditation of the systems used. Making any decision in relation to this EIS without the use of readily available data collection systems that withstand public scrutiny would be irresponsible.

### 3. Omission of ambient air quality data covering all impacted residential sites

There is no air quality data presented for residents located close to the existing Anzac Bridge network, St Peters residents or residents in Kyeemagh near the airport. If residents of these areas are already subjected to exceedances of air quality criteria, what is the justification for developing the WestConnex project. The lack of air quality data for existing residents in close proximity to major roadways and transport facilities means that this project is being assessed without the knowledge of existing air pollution levels. This is contrary to the requirements for the EIS.

#### 4. Omission of critical health parameters

The EIS excludes the assessment of ozone from its consideration on the basis that its control is outside the specific influence of the project. This reasoning is not satisfactory. The reduction of VOCs and NO<sub>x</sub> emissions (if they were to be predicted by the proposal) would have a positive influence on reducing ozone levels in the Sydney basin. However, the project is predicted to increase both NO<sub>x</sub> and VOC emissions due to its induced VKT.

The EIS also excludes itself from considering ultra-fine particles (UFPs) on the basis that there are no existing criteria for UFPs and no ambient data. The current emission standards for motor vehicles have only just started to include particle numbers for diesel powered vehicles. The failure of the Federal Government to introduce European type emission standards in a similar time frame to that used in Europe makes the inclusion of UFPs in the environmental assessment inconvenient for the RMS. This analysis is contrary to the requirement for the project to fit within the precautionary principle. In this case, where there is a lack of information, that should be used to defer consideration of the project.

The EIS also excludes consideration of Black Carbon (BC) in its assessment of the impact of the proposed WestConnex. It would be irresponsible to fail to include BC because there is little data and no health criteria. This also ignores the requirement of the approval process to follow the precautionary principle. BC is currently being assessed in future developments of transport infrastructure in the developed world. The failure to include BC in the assessment of this project is not justified.

#### 5. Air quality criteria

The RMS EIS claims in Table 5.3 that the NO<sub>2</sub> criteria for one hour is 246g/m<sup>3</sup>. Apart from being wrong, the criteria is 1000 times greater than that used by the NSW EPA.

The failure of the EIS documents to address the effects of the project on compliance with ozone health protection criteria is not justified. The induced VKT and increase in air pollution predicted to be caused by the infrastructure suggests that future compliance with ozone concentrations to protect public health will be jeopardised. The problem of predicting the effect on ozone generation resides with the proponent under the precautionary principle. This principle does not permit the proponent to evade a rigorous assessment of the ozone issue.

#### 6. Air quality modelling

The assumptions and coarse scale of the model used suggests that the predicted concentrations will not be those achieved in practice. For example, criteria for one hour cannot be reliably predicted by the generalisation of the assumptions including the grouping of residences in blocks of 30 or more houses. Using a constant temperature in the discharge stack does not represent day-to-day variations. Buoyancy effects will be much more variable than that predicted by the model. Given that there is no existing NO<sub>x</sub> data for ambient conditions in the Annandale/Rozelle area near Anzac Bridge, any predicted cumulative values are at best unreliable.

The “cumulative” assessment model does not appear to include emissions from both the airport and shipping which are within or very close to the “boundary” of the assessment site. Airport emissions are major. The OEH sites at Earlwood and Randwick are only partly affected by airport emissions.

Using “weekly mean” values to determine “background” does not equate to a parameter that should be used to predict future one hour measured values. The use of 98 percentile and other parameters does not reflect the true extent of the future instances when air quality criteria will be exceeded. There is a need for more rigorous statistical analysis of the variability in one hour values to gain some measure of the likely variability in actual future results.

The EIS documents show that there are large areas of the inner west where the cumulative air quality will exceed health criteria based upon mean values. “Means” do not reflect worst case. The public has a right to know what the predicted worse case will be. There are no tables showing how many hours of the year air quality health parameters will be exceeded. Tables of “mean” values do not disclose the number of instances when criteria will be exceeded. The maximum mean PM<sub>10</sub> plots are “mean” values and do not represent the number of days when health criteria will be exceeded. For this reason, the analysis presented is misleading and does not provide a true account of the extent to which health criteria will be exceeded for each of the parameters modelled. Claims about the model being “conservative” are not relevant as the model does not reflect the number of instances when health criteria will be exceeded should the project be approved.

The annual mean PM<sub>2.5</sub> tables show that the existing air quality does not comply with the 8µg/m<sup>3</sup> criterion and therefore the project will exacerbate the existing situation. It would be irresponsible for the project to be approved. The contour plots for the ventilation stacks show that the project is adding to the existing levels of PM<sub>2.5</sub> in a very large area around the inner west. The justification for permitting an increase in fine particles does not fit with the duty of care placed upon the proponent to protect the health of local residents.

The EIS documents do not present a consistent approach to PM<sub>2.5</sub>. Section F6.5.3 proceeds to assess PM<sub>2.5</sub> against historical criteria rather than the current 8µg/m<sup>3</sup> long term criteria. The failure of the EIS document to identify the appropriate criteria questions the integrity of its claims.

The EIS documents claim that the long-term reduction in monthly mean NO<sub>2</sub> concentrations at the Earlwood OEH site has also taken place at sites close to proposed WestConnex facilities. This claim does not include any NO<sub>2</sub> data obtained from sites close to proposed WestConnex facilities. There has been a progressive increase in airport activity and cruise ship activity in Sydney Harbour in recent years. The EIS does not present any data to demonstrate that NO<sub>x</sub> emissions from shipping and the airport have reduced.

The modelling analysis of historical measured air quality in comparison with that predicted using the model shows that some parameters had close agreement while others were very different. This inconsistency is not explained in the analysis. The inconsistency may be a sign that the analysis has fundamental errors. The use of a “synthetic background” factor means that the selection of “synthetic background” could have a significant bearing on predicted air quality. The claim that the model yields reliable predictions is overly generous.

The model input uses “estimates” of emissions from the future motor vehicle fleet. Whether past reductions in emissions will continue in the future is questionable. The current proposal to impose more stringent new vehicle emissions has stalled in the Federal Government. The indecision has been a feature of recent Federal Governments for different reasons. A copy of an unanswered submission made to the local Federal Member is attached. The EIS does not provide significant justification for why future Federal Governments will change from the recent stalling on more stringent air emission controls. For example, the Federal Government has not adopted a policy of considering health effects as central to air emission controls.

The average CO<sub>2</sub> emission intensity for new vehicles in 2015 in Europe was 120gm/km whereas the Australian emission intensity was 175gm/km. In 2008, the Australian emission intensity was 220g/km. Motor vehicle emissions in Australia are currently lagging years behind European vehicles. Projected future emissions are highly speculative due to the paralysis on motor vehicle emission control. The EIS documents do not rigorously approach the question of projected future emissions.

The assumption of a continuing increase in VKT is questionable. If the Federal Government were to change motor vehicle business tax arrangements, there could be significant downwards move in VKT. Similarly, the establishment of new public transport systems for outer Sydney areas could see a shift away from private motor vehicle commuter use. The forecast growth in electric vehicles is also likely to reduce VKT. Any reduction in VKT would see future pollution levels reduce and this would alter the claimed emission reductions arising from WestConnex operation. For these reasons, the future emission estimates are speculative and unrealistic. The model has significant flaws that have not been acknowledged in the EIS documents.

The motor vehicle emissions database does not include the update in emission factors that took place in Europe and the UK in September 2016 when it was identified that the COPERT emission factors significantly underestimated emissions from Euro 6 diesel cars and Euro 5 and 6 cars and light commercial vehicles. The claim that the use of the earlier EPA database was justified must be rejected as the database must be updated to “current” emission standards – even though Australian emission standards lag around 10 years behind European standards. Further, the projected shift in vehicle power systems including a growth in diesel engines is not universally accepted as being reasonable. Any “projected” future air pollution levels presented in the EIS documents are highly questionable.

The VW diesel engine emission response from the Federal Government has also displayed a reluctance to act on proven breaches of air emissions from new motor vehicles. In the US, VW officials have been sentenced to gaol whereas VWs (and other models) have not been forced to be replaced with compliant engines. In service emission testing of motor vehicles has not been introduced on a systematic basis. Claims of future significant reductions in motor vehicle emissions have not been justified in the EIS documents. For this reason, future motor vehicle emissions are highly speculative. Claims about “conservative” predictions are without substance as model assumptions have not been based upon critical analysis.

The air quality model for motor vehicles also includes a large contribution to PM<sub>2.5</sub> from non-regulated sources. RMS has not included any data to verify the claimed contribution from brake dust, tyres, road surfaces and settled road dust. The claim that data used by the EPA in its air shed model justified its use in the WestConnex project. International data shows a very large variation in

these non-regulated sources. RMS has also not included any justification for why these non-regulated sources of dust will be reduced in the future. For these reasons, the predicted future PM<sub>2.5</sub> concentrations are speculative. Further, the claim that the model results “fit” historical data does not enable any conclusion to be made about the historical PM<sub>2.5</sub> concentrations.

The EIS documents claim to provide cumulative air pollution levels for future residents. It is apparent that the claimed “cumulative” emissions do not include future growth in airport emissions or shipping emissions. While it is noted that Sydney Airport has not disclosed information on its air pollution emissions for pollutants, such as, PM<sub>2.5</sub> and NO<sub>x</sub>, it should also be noted that the NPI data submitted by Sydney Airport does not include landing and take-off (LTO) emissions. NGERs data supplied for Sydney Airport provides Scope 1 and Scope 2 carbon emissions. Using data from other international airports and scaling carbon with NO<sub>x</sub> emissions, the indicative NO<sub>x</sub> emissions from Sydney Airport including LTOs is estimated to be 1000t/year. The information provided in the EIS for claimed pollution emission concentrations do not appear to include the influence of airport emissions. For this reason, pollution levels around St Peters, in particular, are likely to be understated and are not “cumulative” as claimed. Predicted “future” road emissions in the vicinity of Kyeemagh when combined with airport emissions are another area of significant concern. Compliance with health criteria in this locality is a critical element given the current road traffic on General Holmes Drive.

#### 7. Regulation of stack emissions - Failure to apply the polluter pays principle

The proponent is seeking to obtain approval to install 13 stacks with no financial charge imposed upon the pollution discharged. This is contrary to the polluter pays principle. If the road operator were required to hold a licence under the POEO Act, load based licencing could be applied to apply a pollution charge. An estimate of the annual load of pollutants discharge from each stack suggests that similar stacks, such as, those at the former Shell refinery were required to pay an annual load fee. A pollution charge fee system could readily be implemented for road tunnels and this would provide tunnel operators to consider emission treatment systems and to operate the road network to minimise stack emissions. The current statutory requirements for road tunnels have no requirements for air pollutants discharged. For these reasons, any planning approval for the WestConnex should include and emissions monitoring scheme so that the polluter pays a pollution charge.

An alternative arrangement, would be to require the road tunnel operator to pay another polluter for the stack point source pollution from WestConnex. For example, the operator could pay a subsidy for the operation of the airport rail system to reduce taxis and motor vehicles using roads travelling to and from the airport. The WestConnex operator could be required to subsidise the operation of a public transport system to reduce emissions of NO<sub>x</sub> and PM<sub>2.5</sub> by the same quantity as that discharged through the tunnel stacks. The current “free to pollute” system for road tunnel stacks enables road tunnel operates to evade considering air pollution costs. The internalising of those costs is an important element of the precautionary principle. In this case, the road tunnel operator states that other polluters have a higher benefit cost ratio and they must be required to reduced pollution first.

#### 8. Unjustified stack emission concentration limits

The EIS document claims that stack emission limits are (or should be):  $\text{PM}_{10}$   $1.1\text{mg}/\text{m}^3$   $\text{PM}_{2.5}$   $1.1\text{mg}/\text{m}^3$   $\text{NO}_x$   $20\text{ mg}/\text{m}^3$   $\text{NO}_2$   $2\text{ mg}/\text{m}^3$   $\text{CO}$   $40\text{ mg}/\text{m}^3$  and  $\text{VOC/THC}$   $4\text{ mg}/\text{m}^3$ .

Using these limits and stack air flows, produces allowable daily mass discharges of around 3 tonnes of  $\text{NO}_x$  per day from the three Rozelle stacks. This discharge mass is “permitted” under the proposed stack concentration limits. The leniency of these limits displays considerable generosity and failure to consider the human health impacts arising from discharging 3 tonnes of  $\text{NO}_x$  into the Rozelle atmosphere every day of the year. The EIS documents do not present any argument as to the justification of the above limits. Stringent health based emission limits must be developed and imposed upon the proponent. To use the limits sought by the proponent would be a gross failure to regulate this project.

#### 9. Exemption of stack emissions from mass discharge limits

The EIS documents do not provide any assessment of what are appropriate, stringent mass discharge limits. While it is understood the proponent is seeking an unfettered right to pollute, it is mandatory that the health of the public be protected and that pollutant mass discharge limits be set. As health protection criteria have different time scales, then mass limits must be set to reflect those time periods. For this reason, mass limits must be set for periods or rolling hour, rolling day and rolling year. The tunnel operator does have the ability to reduce  $\text{NO}_x$  and  $\text{PM}_{2.5}$  emissions by changing the operating modes and usage costs of the network. For example, imposing lower vehicle speeds or road surface cleaning may be used to influence  $\text{NO}_x$  and  $\text{PM}_{2.5}$  emissions respectively. Imposing limits on pollutant discharges should be mandatory in order to protect the health of persons exposed to the pollutants discharged.

In reviewing the EIS documents, it is apparent that the proponent is unable to declare what, if any, mass emission limits should be applied to its stacks. While it is understandable that the proponent seeks no encumbrance on its pollution of the local atmosphere, it is appropriate that the regulator imposes a mass and flow concentration limit which reflects the need to protect the health of local residents. The projections claimed in the EIS need to be backed up by imposed pollution emission limits.

#### 10. Tunnel and tunnel portal design

The EIS documents state that the tunnel portals will each achieve a  $1\text{m}/\text{s}$  inflow velocity. This claim appears to be somewhat optimistic to capture all tunnel generated pollutants in the following scenarios:

- Winds blowing downwind of the tunnel portal due to the Bernoulli effect.
- Vehicles exiting a tunnel portal.

The proponent has not provided details in the EIS of how the tunnel ventilation system will be operated to achieve zero exit of pollutants at tunnel portals under all conditions.

## 11. Tunnel design and the NSW Chief Scientist Reports

The Chief scientist air emission data stops at 2009. The Chief Scientist reports have not been updated to reflect the latest motor vehicle emission data. Reliance upon historical claims is not satisfactory when there is more recent data or the historical data has now been found to be deficient.

## 12. Human Health Risk Assessment

The human risk assessment relies upon the air emission model. The assumptions underlying this model are defective as outlined above. Further, the claimed “cumulative” emissions do not appear to include high levels of pollution from existing nearby sources including Sydney Airport and shipping. Combining these aspects means that the human health risk assessment has major flaws.

The EIS documents rely upon an older (obsolete) risk assessment procedure. Just because the EPA used the 2003 criteria does not justify its use in 2017. The use of old criteria is not satisfactory as the most recent risk assessment methodology should be applied. Public Health England (PHE) has developed a more recent methodology that should be used to assess PM<sub>2.5</sub> and NO<sub>x</sub> health effects in terms of mortality. The PHE and COMEAP (2015) methodology for NO<sub>x</sub> (2.5% 10ug/m<sup>3</sup> change relative to 1.9% used in EIS) that is more conservative and reflects more recent data analysis on mortality. While this approach acknowledges uncertainty in mortality effects, it is appropriate to use the latest methodology rather than using historical methodology. Applying current methodology will lead to a very different conclusion relation to the importance of reducing PM<sub>2.5</sub> and NO<sub>x</sub>. The approach put forward by the proponent that claims increases in these pollutants is negligible is questioned due to the flaws in the emission model and the use of health risk criteria that have been replaced by more conservative criteria.

The human health risk assessment omits any consideration of the known health effects on people and children particularly when exercising and breathing air polluted with motor vehicle emissions. The WestConnex project proposes to develop “new” sporting facilities immediately adjacent to the Rozelle interchange. New cycleways are also proposed in this area. Additional traffic on Anzac Bridge will cause cyclists and pedestrians to be subject to increases in breathing polluted air. As I raised this issue in the community consultation both verbally with RMS staff and in my written submission, I must assume that the proponent has not considered this issue and has no intention of considering this issue. This displays an unacceptable position for a Government body as it is refusing to accept its duty of care to protect members of the public being subject to additional air pollution.

It is apparent that the EIS document authors appear to be unaware of documents originating in the EU and UK relating to the heightened need for action to address NO<sub>x</sub> and PM<sub>2.5</sub> pollution. A sample of this type of assessment is titled “Health Impact of Air Pollution in Bristol” February 2017. This is available on the web at:

<https://www.bristol.gov.uk/documents/20182/32675/Health+Impacts+of+Air+Pollution+in+Bristol+February+2017/4df2fce5-e2fc-4c22-b5c7-5e7a5ae56701>

The adherence of the EIS documents to Australian documents highlights an unwillingness to bring air pollution management for this project to world class standards.

## Noise Pollution from WestConnex

The construction of the WestConnex project will inflict major noise annoyance on many residents. The EIS documentation is largely silent on specifying detailed noise reduction measures to be imposed upon the contractor. Instead, the EIS documents indicate the large degree to which the emitted noise will exceed current noise guidelines. The EIS documents are quite explicit at stating that residents will have to put up with the noise pollution. Offers of compensation for the distress caused and effective acoustic treatment on all properties where residents are subjected to noise pollution are made in vague and non-committal terms. The proponent makes heavy reliance on the “reasonable and feasible” clause in the EPA’s noise policy to evade its fair and reasonable responsibility to compensate all residents subjected to noise pollution. The use of “reasonable and feasible” to evade responsibility where predicted noise levels will exceed noise guidelines is a gross overexercise of this policy. Fair and reasonable compensation provides a means for the polluter to pay for the pollution generated and also for the cost of that externality to be internalised.

A major omission from the EIS documents is the inclusion of options to reduce the magnitude of noise pollution and reduce the number of residents exposed to that pollution. The EIS appears to have adopted the position that the project as described is the best solution. The very few “options” offered, provide no significant change to the overall impact of the project. The imposed impact of the project on affected residents, needs to be accounted for and costed. To achieve this, the proponent should be required to extend the number of properties compulsorily acquired for the development where residents are subjected to noise pollution which exceeds the guidelines. The cost of such acquisitions would also have the effect on internalising the noise pollution generated. If such an approach were required, the proponent may have made provided alternative routes for the project. The simplistic policy behind the described project is that the residents must accept whatever noise pollution the proponent generates. The full impact of the project’s construction and operation must be borne by affected residents. This approach is not consistent with the precautionary principle in terms of the accounting for the economic cost of environmental impacts.

The EIS documents claim to provide “cumulative” noise assessment. However, the “cumulative” noise assessment do not appear to include noise from aircraft operations. On this basis, the claimed “cumulative” noise levels are misleading. Noise from aircraft operations for a significant part of the ambient noise in many sites impacted by the WestConnex project. Aircraft noise generally (apart from some ground-running periods) will not affect L90 background noise levels. However, measured Leq noise levels must be adjusted for aircraft movements. On this basis, the claimed “cumulative” noise assessment needs to be redone to include aircraft noise. In its current form, the EIS is both false and misleading.

The EIS documents fails to consider the option on no night time work during construction. This option has to be costed. The “benefit” to the proponent must be compared with the “cost” transferred without charge to affected residents. Given the benefit gained by the proponent by having night time work, residents should reasonably expect a comparable level of compensation. The failure of the EIS to address the internalisation of its noise pollution costs is a major flaw in the EIS.

A particular example where the EIS fails to address the noise pollution involves timber dwellings that it claims “cannot” be acoustically treated to reduce noise pollution caused by the project. This claim

is false. These dwellings could be acoustically treated however it would involve the proponent having to pay for the relocation of the residents and the rebuilding of the residence as a complete package. The proponent should be required to negotiate the process with residents so affected. The cost of such demolition and rebuilding should be borne by the proponent as it equates to internalising the cost of the project's noise pollution. This solution is not complex. It just requires the proponent to be directed to do so. While it is recognised that the project has had challenges with negotiating with residents in the past, this should not be used to relieve the proponent of responsibility for conducting future negotiations with residents. Because the proponent has not explored other options, such as, that proposed by City of Sydney Council, the proponent should not be granted an exemption from future negotiations to deploy reasonable and feasible noise reduction measures for its "preferred" solution.

The Darley Road residential area is particularly very badly affected by this project. The steep climb from Darley Road to City West Link is claimed not to cause any noticeable change in motor vehicle noise. Where is the modelling data for this claim? 24-7 trucking operations will generate a very large sleep disturbance problem. The EIS documents appear to be understating this aspect and this will seriously mislead the residents by the speculative comment of no noticeable change.

The EIS documents refer to the term "noise management level" or NML. The definition of NML is somewhat elusive as it does not appear within the EPA's Industrial Noise Policy (INP) or the Interim Construction Noise Guideline. The NML appears to be a hoped for noise level as it does not include weightings for annoying factors as specified in the INP. On this basis, the NML is misleading. It appears that the proponent "hopes" that all equipment and machinery used during construction and operation will not require additional weighting for the character of emitted noise. On this basis, the EIS document is inconsistent with the INP requirements. Claims about the level of impact of activities are potentially understated. There is a need for the noise assessment to be revised so that modifying factors are identified, applied and the assessment amended.

The EIS documents provide octave band noise levels of various fans and substations. Octave band noise levels are not sufficient to determine whether a tonal weighting applies. If a tonal weighting applies, the noise assessment provided in the EIS will have understated the noise impact by 5dB(A). The specification and responsibility for tonal noise weighting must not end up being borne by residents. To avert this, transparency and independence of any compliance reporting is essential.

Generating 24 hour construction noise levels of 75dB(A) will cause many residents to sell or find alternative accommodation. This noise level is not acceptable unless the proponent internalises the cost of the generated noise. The noise control option of "consider respite offers" identified in the EIS for construction noise pollution is rather tokenistic. Considering respite offers does not require the proponent to give "respite offer" anything more than a fleeting thought. This does not constitute "reasonable and feasible" noise control in any shape or form. Experience has shown that the imposition of prosecutable conditions on the planning approval will be a serious challenge for the approving authority if the public is to obtain protection from excessive noise pollution. As a minimum, the approval conditions must specify acoustic treatment of all residential properties where construction noise levels are 10dB(A) or more above the project specific noise level at any given residence. To compensate residents where acoustic treatment is not practical, a generous monetary compensation must be provided. This is to ensure that noise pollution costs are

internalised. Given that the WestConnex project is around \$20b, the respite offer must be generous and reflect the noise excess particularly for night time works and where shift workers are involved. A figure of \$2-300/night would be reasonable.

The EIS documents make reference to “considering” various noise controls. This does not equate to installing a particular pollution control measure. This aspect of the EIS is not acceptable as it effectively equates to a “do nothing” option. Where there is any exceedance of a particular noise criteria, then noise controls must be applied. For example, considering the use of an upgraded acoustic shed, is meaningless. The description of an upgraded acoustic shed given in the EIS could be further improved by using thicker steel sheet with sound deadening, thicker insulation, double entry door system and reverberation control then that would achieve a much better performance than that offered by the “upgraded” model and very much better than the basic steel shed with an open door. Hence the wording for acoustic treatment used in the EIS is lacking in precision and detail. The noise controls “offered” in the EIS do not represent that achievable using proven available technology and do not reduce the impact of the project on residents to that readily achievable. This is unacceptable.

The documents suggest that internal noise levels are reduced by 10dB(A) with a window being open. This is a very generous noise reduction in a light timber framed construction. Residents will demand the windows be left open throughout the summer period. The external wall causes a 3dB increase in noise level and then to subtract 10dB for an open window is very optimistic. Typical construction noise has impulsive and/or tonal and/or intermittency annoyance weightings which cause the claimed 10dB noise reduction to disappear due to the necessary adjustment for modifying factors. Experience shows that the claimed noise reduction of 10dB(A) will not be met in practice. The estimates of the number of affected residents given in the EIS represent a significant understatement of the magnitude of construction and operation noise of the WestConnex project.

Another example of unsatisfactory noise pollution control is to “as far as practicable, limit heavy vehicle movements...” This type of noise control option is lacking in credible noise reduction. There is no definitive statement provided as to whether truck operations will be 24 hours a day or not. Sleep disturbance and intermittency noise weightings must be assessed in the EIS. This type of “noise control” provides no indication of what noise is being assessed and the criteria that must be satisfied. All such “offers” must be removed and replaced by definitive statements so that the noise emitted from construction works is properly assessed. Leaving this assessment to some future “noise management plan” means the public has had no opportunity to reflect and comment on the impact of the project.

Limiting the use of the concrete cutting saw where feasible is a meaningless noise control measure. It is not consistent with requirements of the INP. Due to the extensive use of concrete saw cutting, the project has the scale to develop and utilise fully enclosed acoustic sheds that are moved around the sites when saw cutting is required. The sheds would incorporate lighting and capture of polluted water from dust control.

The noise control method involving site hoarding is a further example of optional noise control. To consider a wire mesh fence as a construction standard for noise control is frivolous. The proponent needs to include in the EIS details of what noise controls will be used and the resultant noise levels that will impact affected residents. Without detailed information, residents are not in a position to

assess the extent to which they will be impacted. Further, the proposal that the proponent will determine what noise controls will be used at some later time means that residents are exposed to the unknown. The function of the EIS is to enable residents to make an informed decision about the level of impact on their amenity not to hope they will not be impacted.

The consideration of open graded asphalt (OGA) as a noise control option was included as an option in the EIS but identified as being subject to a host of other factors. The referencing of this option without identifying all the costs and benefits does not provide a transparent process for the decision which the proponent will take at some future time. This type of noise control cannot be used to gauge the impact of the project. It must be assessed on the basis that OGA will not be used.

The EIS documents also refer to the use of noise surveys to monitor noise levels as being a means for reducing noise. There is a need for multiple continuous directional noise monitoring systems and sound recording of events not just an occasional noise survey.

Due to the duration of construction works, the construction period lasts for years. While the proponent claims some noisy activities last only for a couple of weeks, it claims these activities should be granted a more lenient noise criterion as they are just short term. This claim is not justified as affected residents do not experience less annoyance because a particular noise lasts only a couple of weeks when noise from other activities on the same site last for two to three years or more. Where is the scientific evidence to support the proponent's claim?

Operational road traffic noise is clearly predicted to cause major noise problems for some residents. The proposal to install barriers as high as 8m is certainly likely to be rejected by some residents for aesthetic and loss of environmental aspect. It is somewhat unrealistic to offer a noise control solution which will not satisfy reasonable amenity considerations held by residents. The proponent must consider other options. This must include other locations for the proposed road infrastructure. If other options have a much greater cost, then it is not unreasonable that the imposition on affected residents is met by a financial offer of compensation. In a \$20b project, offers to residents of \$2-300,000 would not be unreasonable. The internalisation of project externalities is consistent with the precautionary principle. This degree of compensation would display consent to that principle. This level of compensation would be far less than the cost to the proponent of relocating the infrastructure.

Experience has also shown that so called compliance reports submitted to planning authorities following the granting of planning approvals have contained serious errors and omissions. For example, for the White Bay cruise ship facility, the "modifying factors" were not identified nor assessed in the so called "compliance reports" for several years. For this reason, there is a need for compliance monitoring to be performed by persons outside the influence of the project and its proponents. In the case of this project, Local Government should be fully funded to supervise and engage compliance activities including the use of auditors to audit all compliance reports.

The human health risk assessment relating to noise contained in the EIS displays significant gaps in the understanding the effects of noise on people. The EIS documents do not contain any references to scientific studies which confirm that the use of the construction noise guideline is appropriate for a project lasting 3-5 years. Without such a reference being provided, the construction works must be assessed against recognised noise assessment criteria. It is respectfully requested that this section of

the EIS be rejected and resubmitted by a person with reference to a recognised health based guideline.

The omission of a referenced source for the construction noise health risk assessment in the EIS helps to explain why the project has been developed in its current form. Noise levels of 75dB(A) through the night will cause substantial human health impact in both mental and physical forms. Physical violence towards those generating the noise is to be expected. A noise level of 75dB(A) is not that far short of torture and will cause a loss of rational behaviour. The authors of the EIS appear to be unaware of the effects of extreme noise on people day in day out.

The authors of the EIS would appear to be ignorant of the White Bay cruise ship facility noise levels when overnight berths take place. Some cruise ships cause noise levels just under 70dB(A). This has had significant health effects on many people and caused many residents to sell due to sleep disturbance and health reasons. The proponents of the EIS claim that construction noise levels of 75dB(A) are acceptable and can be "treated" using the reasonable and feasible terminology in the INP. However, the construction of the WestConnex in the form presented in the EIS is just one option. The noise impact could be reduced if other options were chosen.

Another area where the human health risk assessment is deficient is in how it addresses the cumulative noise from both motor vehicles, WestConnex plant and equipment, plus aircraft noise. Noise criteria have been developed around the most significant source of noise experienced by a person. Where aircraft and motor vehicle noise are of similar equivalent energy, the total equivalent energy becomes more important. In the case of the WestConnex project, considering motor vehicle noise alone is not sufficient when aircraft noise is of similar magnitude. For this reason, the risk assessment understates the health aspects for the operational system. This needs to be corrected.

## Surface water and groundwater pollution and management

The EIS documents state that the details of pollution controls will be developed at some future time. This approach is not acceptable. The limited water quality testing that is contained in the EIS show that waters (both surface and groundwater) are polluted. If the proponent intends to discharge any polluted water into the environment, then an environment protection licence will be required to be obtained for each discharge point. Without such a licence, any discharge involved polluted water is an offence under the Environment Protection Act. The information contained in the EIS is of such limited detail that it is not possible to assess the project. No details are provided of what activities will be the subject of a licence.

In contrast with air pollution, water pollution is absolute and there is no cost benefit consideration under the POEO Act. This means that the polluter must pay and treat and polluted water that is proposed to be discharged. The “offer” of different treatment systems given in the EIS does not reflect the terms of S120 of the POEO Act.

The EIS documents contain very limited information about the actual performance specification of each of the groundwater treatment plants. The EIS document proposes to produce “treated” water with a mean annual percentage reduction in TSS, TP, TN and gross pollutants. The treatment “objective” specified bears no relationship to the requirements of the POEO Act. Based upon this “design” objective, the EIS documents are of little assistance in determining what is the necessary design of the treatment plant to satisfy Section 120 of the POEO Act. It is suggested that the proponent be directed to resubmit this section of the EIS with details of treatment plant design and performance. The ability of any proposed treatment plant to treat the range of pollutants expected including saline water must be provided. The siting and timing of treatment plant operation must be provided to phase in with construction and operation activities. It is apparent that the proponent has only a vague idea of something that represents a water treatment system.

The reference to Water Quality Guidelines is very generalised and non-specific. With no specific discharge criteria being nominated, the likelihood the “treatment plants” will deliver the necessary standard of treatment is speculative. There is a suggestion of using reeds at Rozelle. The expected performance of “reeds” is very limited. The design of a treatment plant to treat 3ML of water per day is not a minor project. The omission of performance criteria and flows at treatment plant from the EIS, precludes comment on the suitability and appropriateness of the proposed system. It is apparent that the St Peters leachate treatment plant was not designed with sufficient capacity. This type of fundamental flaw must not be repeated merely because it was inconvenient for the proponent to develop treatment plant designs.

A major issue not clearly identified in the EIS is heavy rain events during the construction period for sites that are located immediately adjacent to waterways. The Rozelle site, in particular, poses a very high risk of water pollution. The comment in the EIS that construction works will have a negligible impact on achieving water quality objectives is at best optimistic and reliant upon no heavy rain events. Experience in construction works shows that sediment ponds do not have sufficient capacity or become compromised by physical site constraints. The WestConnex project is being constructed in an area where land values restrict the necessary size of the sites. Given the failure of the EIS to include any details of the physical sizes and layouts of surface water management during construction, including the handling of contaminated groundwater, the claims made in the EIS are

highly optimistic. The regulatory practice of site inspection during high rain events will confirm that the EIS is based upon ideal conditions rather than hard learnt experience. It would be prudent for this project not to be approved until all the details of site management are provided. This will provide the proponent to extend the boundaries of work sites to accommodate the necessary surface water management infrastructure. The cost transferred to the environment by water pollution events must be internalised to the project by requiring pollution control infrastructure to be properly sized and provided for to prevent pollution in the first place.

The EIS documents refer extensively to what might be done at some future time. Hoped for estimates of groundwater generation rates in the tunnels do not permit informed comment on what measures will be required to protect the environment. The “conservative estimate” of 1L/km/s infiltration rate, could readily be exceeded in the Rozelle area. The proposed tunnel treatment to reduce infiltration is questioned within the EIS. Hence, the sizing and performance of groundwater treatment is really an unknown. Further, the likelihood of seriously contaminated groundwater and salt water intrusion has been raised but not quantified. Groundwater treatment of fire sprinkler water has not been identified. The collection of road runoff will cause tunnel generated water to become further contaminated. Without specific knowledge of each of these parameters, it is not possible to design the necessary groundwater treatment plant. Experience with tunnel operations shows that poor project scoping delivers high cost outcomes.

The relocation of the St Peters tip exercise has shown that construction management of that project was poorly executed and the residents were subjected to offensive odours for long periods of time. This does not provide any certainty that this type of event will be repeated with WestConnex as the project scope is uncertain in terms of water and groundwater pollution. More testing and analysis would have enable the project scope to be defined with greater certainty. The EIS documents state that the construction works will be developed as work progresses. This does not constitute good project management. Future cost blowouts are inevitable under this approach.

The large reduction in the groundwater contribution to the flow in Whites Creek is of concern. This degree of reduction (almost 60%) will seriously affect the re-establishment of an ecosystem with the work that has been done in the recent past. The proponent needs to include options to reduce the reduction in groundwater flow.

The proponent claims that it will reuse contaminated water for dust suppression and wheel washing. The use of contaminated water for “other uses” needs to be subject to regulation. It is not acceptable to irrigate contaminated water without an environmental assessment of what is being irrigated. It would be negligent of the construction contractor to do so. However, to prevent that from taking place, any approval of this project must require the submission for approval of any “reuse” of contaminated or polluted water. From the EIS document, it would appear that the proponent would condone the “reuse” of polluted water. This practice is not acceptable.

The water quality results that are contained in the Appendix do not include an interpretive analysis of each identified contaminant. There is no explanation for measured changes in analytical results.

## Waste and contaminated site management

The EIS documents present a very optimistic analysis of potential site contamination and waste management issues. The demonstrated ability of the construction contractor to address site contamination was recently displayed by the example of the St Peters Tip. It was a serious error of judgement for the proponent to embark on relocation of the known St Peters Tip. Apart from the financial cost, the community was subjected to a serious health risk from the odour and volatilisation of a solid waste landfill with known poor waste management. To suggest that the construction contractor was unaware provides an example of poor project design and possibly incompetence. The failure of the contractor to minimise odour issues by daily covering the active face with cover and minimise the area of the work face displays poor skills at landfill management. The contractor's poor management was compounded by secrecy of chemical analysis results with respect to air and water quality. This "action plan" was a failure in construction management. The EIS documents highlight that a similar contaminated site "discovery" would repeat the same mistakes and inflict the same type of impact on local residents. This is not acceptable.

Given the proximity of the Rozelle and Iron Cove sites to coal fired power stations at White Bay and Balmain respectively, the EIS documents need to be much more detailed about what measures would be put in place including providing information to the public. Dumping of boiler ash is a known risk from any coal fired power station. In the case of the Rozelle site, the railways yards provided a very nearby opportunity for fill to be provided anytime and in any quantity. To suggest there was no boiler ash dumping in Rozelle would be naïve.

The St Peters tip example highlights the desire for secrecy by the typical construction contractor. Understatement is the other factor accompanying the typical construction contractor. To protect the public and develop trust, the EIS documents need to contain explicit measures that will be followed with any and every site contamination issue. This includes the public release within 24 hours of the collection of any samples and the release within 24 hours of any analytical results being obtained. The right of the public to know must be complete and timely.

The EIS documents propose to use open storage of contaminated wastes, including asbestos and acid sulphate soils. While it might be convenient to do so, given site constraints and the difficulty in polluted controlling runoff, it would be more appropriate for contaminated wastes to be housed in storage sheds until off-site disposal was arranged. The relative cost of erecting a storage shed is very minor in a \$20b project. A storage shed would be much more effective at delivering pollution control than the use of water sprays or tarpaulins. Acid sulphate soil storage in open conditions is highly problematic. The risk of bund failure or infiltration of acidic leachate into underlying soil is very high. Risk management considerations suggest that storage sheds should be mandatory. For budgetary control reasons, roofed coverage should be allowed for as a matter of principle as this constitutes the best management practice. The inferior management of wastes at the St Peters tip used by RMS contractors highlights the need for this change to be made up front in the case of the WestConnex project.

The EIS documents are absent of detail on the measures that will be used to make sure that waters are not polluted during the construction period and particularly when handling contaminated soils. Leaving the details of "treatment" to some future time is inconsistent with the requirement of the EIS procedure. This is the only opportunity the public has an opportunity to comment on how

polluter water will be treated prior to being discharged into the environment. The Rozelle project site is located immediately adjacent to a major waterway. Flooding of parts of the site during construction works may occur. The risk of pollution of waters is very high. There is no description in the EIS of how the proponent intends to prevent pollution of waters. The documents suggest the proponent might apply for an environment protection licence. What will happen if such an application is refused? The EIS documents are deficient.

## Greenhouse Gas Emissions

The EIS documents use obsolete data to assess greenhouse gas data. If the document is to seriously consider GHGs, it must use currently available data. Furthermore, the air emissions model used for motor vehicles also requires a major review as the estimates of vehicle fleet changes, including the growth in diesel engine vehicles, is inconsistent with more recent projections.

With the projected WestConnex cost of \$20b, the GHG modelling suggests there is virtually zero benefit in terms of GHG reduction. On this basis alone, how can this project be justified as a sustainability measure?

## Social Impacts of the Project

The EIS documents do not include any reference to the additional impact of an unwanted large-scale transport infrastructure on the local community. WestConnex is being operated for profit. It is not being developed as a piece of local community infrastructure. The community consultation events were stage managed by RMS in a manner which generated hostility towards the project rather than trust. I attended the Balmain event and witnessed a person from RMS intensify hostility by her manner and arrogance. The hostility generated in the local community through the property acquisition process has developed an underlying rage towards RMS and WestConnex. The WestConnex project is seen as being imposed upon the community and no consideration is being given to any comments. I have attached my submission in the community consultation period.

The Rozelle construction works will cause the closure of both the cycling overpass bridges at Rozelle. These overpass bridges provide a safe means of crossing these very busy roads. The proposed routes to be provided during the construction phase could be varied to permit cyclists and pedestrians to use a new route to the city using the former Glebe Island Bridge. The use of Glebe Island bridge would have a positive benefit by reducing exposure to air pollution arising from motor vehicles on Anzac Bridge. The WestConnex project provides an ideal opportunity to make a positive health benefit to pedestrians and cyclists and improve connectivity to the city.

It would be helpful if a safety and health audit was completed on these options prior to any work being performed. Such an audit would assist to enhance the amenity of those accessing the city on a daily basis. The EIS has not addressed the additional risks to pedestrians and cyclists arising from exposure to motor vehicle pollution while crossing Anzac Bridge.

The tunnel stacks at each of the sites represent an aesthetic intrusion on the open space. The size and scale of the stacks are an imposition and will be a continual reminder of the imposition of WestConnex. RMS has been unsuccessful in running its claim that the tunnel stacks will have no health effects. RMS has failed to explain its cost benefit claim in the face of air pollution levels continuing to exceed health guidelines. It is no surprise that RMS has not been able to gain any

traction for its claim. Part of the argument to counter RMS is that new tunnel ventilation systems in Europe incorporate particulate filters and European motor vehicles have much tighter pollution standards than Australian vehicles. The argument by RMS that it's the Federal Government's responsibility has little merit nor does the claim that it would be more cost effective to ban wood fired heaters. In both cases, the toll road operator pays nothing for the air pollution released into the environment. "Free" pollution is the problem which must be addressed by the proponent.

## Conclusion

The EIS document released for public comment contains serious deficiencies with respect to its description of the scope and magnitude of environmental impacts arising from the construction and operation of the WestConnex project. In relation to water pollution, there is insufficient detail provided to make an informed opinion of the extent of environmental impacts. The air pollution impacts of the project are subject to major flaws in terms of modelling of future emissions and the assessment of all air pollution arising from the project. The noise assessment fails to accurately describe the magnitude of community reaction to the offensiveness of projected noise levels and the "offered" noise controls do not take the expected community response seriously. The EIS document, although voluminous, does not contain sufficient detail to disclose the flaws in its superficial content with the intention of leaving the details to later to be developed. For this reason, the EIS requires more detailed information to be provided to enable a comprehensive assessment of the environmental impact and to address the need for certainty in the protection of the environment should the proponent decide to proceed with the project.

## Appendix

### Submission WestConnex Stage 3

Meeting held at Balmain Town Hall 1 June 2017

Documents provided were too vague. Too many unanswered questions. Some of the staff present were unnecessarily arrogant and caused hostility in the session. Some staff were very welcoming. Overall the interaction was unhelpful and not conducive to an open exchange of ideas. My questions were not able to be answered by those claiming to represent the WestConnex project.

The decision to exclude the Harbour crossing from Stage 3 means that the assessment of Stage 3 is seriously compromised. With Victoria Road and Anzac Bridge already filled with stationary traffic, ending Stage 3 at Rozelle means that traffic will come to an abrupt stop in the Stage 3 tunnel network. The proposal to dump traffic onto the Iron Cove bridge shows a lack of consideration of the road jam that this will cause. Anzac Bridge is already above capacity. Hence there is no justification for ending Stage 3 at Rozelle. The tunnel under the Harbour must be built. The failure to include

The proposal to build a new sports ground alongside the new roadway at Rozelle means the proponent has ignored its duty of care to protect the health of people playing sport. Scientific evidence shows that the health of sports people will be affected in both the long and short term. The responsibility for the health of these people cannot be ignored at the planning stage. As WestConnex is proposed to be operated by Transurban, a private company, the duty of care issue must be addressed at the development stage.

The Stage 3 also proposes to build parts of cycleways immediately adjacent to open roadways forming part of Stage 3. This does not indicate that WestConnex has accepted its responsibility for air quality impacts on cyclists breathing air polluted by motor vehicles using the proposed motorway. It is incumbent on WestConnex to include at least 100m separation from its open roadways to cycleways and footpaths for pedestrians.

The discussion at the meeting with Andrew Mattes was unhelpful as his insistence upon unfiltered stacks was not constructive. The claim that parents should remove their children from Rozelle Public School due to the existing poor air quality was unhelpful and did not reassure parents that WestConnex was mindful of the concerns of parents. A very small increment in PM2.5 concentration does not mean that there will be no health effects caused by tunnel stacks. The quoting of findings of air quality modelling was not addressing resident's concerns. As an alternative, I am requesting that WestConnex provide modelling data on the number of hours per day and per year when air quality will exceed WHO criteria. This means giving an account of the number of hours that air quality for fine particles PM2.5, is above 8.

I am also requesting that the assessment includes particle count and size information. This is because it is the ultra-fine particles from diesel engines that is causing health impacts on people. The use of the PM2.5 parameter does not provide information on the contribution from diesel engines. Both particle count and size distribution plus number of hours information would provide a greater level of information on predicted emission levels.

The use of the politically derived Australian Air Quality numbers (NEPM) is not appropriate as the NEPM values are based upon highest common agreement between the State and Federal Environment Ministers. They are not based upon scientific evidence as detailed in the WHO criteria. This is compounded by the extraordinarily long time taken for WHO criteria to be reflected in the NEPM.

Westconnex uses the claimed costs and lack of performance data on tunnel stack emissions as justification for unfiltered stacks. If WestConnex were to take the cost aspects seriously, then it would also propose that electric vehicles be able to use the tunnel system with zero fee. This could also be extended to hybrid vehicles being charged half the fee of ICE vehicles. WestConnex could also impose a fee schedule based upon actual emissions of each vehicle as it approaches a toll entrance. The technology for such a fee structure now exists and should be applied. The vehicle use fee should be based upon emission control required via the tunnel stack system. This would create an incentive for high emission vehicles to be updated to low or zero emission types.

The existing road usage fee structure operated by Transurban is outdated and does not place a fee structure on vehicle emissions. The vehicle emission fee structure if adopted may add support to WestConnex claims that its tunnels should not be required to have filtered stacks.

Tunnel stacks amount to a point source under the POEO Act. As non-scheduled premises, they are subject to only emission concentration limits. Because the POEO Act only includes emission loads for premises subject to licensing under the POEO Load Based Licensing scheme, road tunnels are exempt from any emission loads. This situation is not acceptable. Emission concentration limits are easily met as road tunnel stacks rely extensively upon dilution to achieve a satisfactory level of air quality inside tunnels for vehicle occupants. The current regulatory arrangements mean that residents have less protection than residents around industrial sites, such as, the former Shell and Caltex refineries.

Consideration of industrial premises also shows that industrial premises are subject to air quality regulation which is not directly focused on relative costs but more on available technology. For example, stack emission concentration limits are based upon available technology to achieve that concentration rather than the detectability of a specified pollutant in an adjoining residential area. In the case of road tunnels, available emission control technology includes both particulate and NO<sub>x</sub> emission reduction. The availability of this emission control technology should require this to be used without consideration of the relative costs of other actions by unrelated parties. For example, concentration limits on gas turbine emissions did not entail any consideration of whether the "same" air quality could be achieved by removing wood fired home heaters. The fact that road tunnels claim exemption from having to install filtration systems is not justified. Another example would be for WestConnex to claim that the Federal Government could adopt more stringent motor vehicle emissions and this would be a lower cost option. The fact is that the Federal Government has delayed and deferred implementing more stringent motor vehicle emission standards for years. WestConnex cannot shift the onus of its responsibility to another party that has no financial connection with either WestConnex or Transurban. The claim that this responsibility can be shifted is nonsensical and illogical. Filtration technology is available for road tunnels and should be mandatory. WestConnex has not provided any coherent explanation of why its road tunnels are a

“special” case and should be subject to a lesser regulatory requirement than any other premises emitting a significant quantity of air pollution.

The failure of WestConnex to give any information relating to alternatives shows that the options requirements in the EP&A Act are not being taken seriously. The documents provided also reflect the failure of WestConnex to consider the precautionary principle in its proposal. How has the known (and the unknown) air quality effects of air pollution from motor vehicles been reflected in the design of the road network. The road network proposed was presented as a take it leave it and no other options would be considered. There was no precaution expressed in the documents.

The single Rozelle air quality monitoring site established by WestConnex/RMS does not adequately represent all the areas impacted by the WestConnex project. The site operated by OEH at Callan Park is also not representative of the many residential areas of Pyrmont, White Bay, Glebe, Rozelle, Lilyfield, Annandale, Drummoyne and Balmain located adjacent to the major roads network from Anzac Bridge. Any EIS produced by WestConnex will therefore be deficient in its assessment and analysis of the existing environment. The parameters that WestConnex is understood to have obtained data for does not include ultra-fine particle size and distribution. Any conclusions made about air quality are simplistic and superficial. To make a comprehensive assessment requires a comprehensive data set describing the existing environment using multiple monitoring sites. The ready availability of low cost monitoring systems provides the opportunity for an extensive network of air quality monitoring stations be established instead of the simplistic single site used by WestConnex. Public access 24/7 at time of creation of all air quality data is essential.

The secrecy surrounding air quality data obtained by WestConnex raises questions about data manipulation and keeping the public unaware about the true circumstances. An indication of the failure of air quality data collection systems is that the OEH has no air quality monitoring sites in close proximity to major roads. This means that the public has no data on actual air quality in close to major roads. Keeping the public unaware does not indicate a willingness from the regulatory authorities to keep the public informed. The simplistic data set offered by WestConnex strongly suggests that WestConnex has adopted a policy consistent with that of Government. This does not equate to transparency, accountability and a willingness of WestConnex to accept its duty of care towards those impacted by air pollution caused by its road development.

The recent approval of the White Bay cruise ship facility despite full knowledge of the air and noise impacts demonstrates the incapacity of planning processes to regulate developments in the public interest. It is incumbent on WestConnex to demonstrate openness towards the public and its concerns rather than be secretive about its project and its deficiencies.

## Submission to Local Member

Hi .....,

I wish to bring to your attention the failure of Federal Government agencies to take responsible action on air pollution emissions from motor vehicles.

As you would be aware, there are many residents within your electorate who live or have children who attend school where air pollution levels exceed World Health Organisation guidelines. These people live or attend schools within 200 metres of busy roads.

The air monitoring network operated by the NSW EPA/ Office of Heritage and Environment has no air monitoring sites adjacent to busy roads. International air pollution studies show that residents within 200m of busy roads are subjected to air pollution levels which impact their health and life expectancy.

The inaction of the Federal Department arises in two respects. Firstly, the VW criminal activity of changing computer operations on certain VW diesel cars has not been addressed. I note that VW recently accepted a \$5.3b USD fine for its actions. In Australia, nothing has happened. Departmental officers are too bound up in satisfying the Minister responsible to take action to address excessive air pollution that is being emitted by the VW motor vehicles.

The second matter relates to the inaction on "real life" emissions claims of motor vehicle manufacturers and those achieved in practice. As a former employee of the NSW EPA, I took part in emissions testing of motor vehicles. It was during my time at the former SPCC when unleaded petrol was introduced. This only took place because the Minister for Environment at that time, Paul Landa took the unfettered advice of his staff and, together with Victoria, led the introduction of unleaded petrol. Now is the time for Ministers to lead the action on air pollution and stop sitting on their hands.

The health outcomes of many in your electorate rely upon your actions to press for the Federal Government to act on air pollution from motor vehicles.

Kind regards,

Les Johnston

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Friday, 13 October 2017 3:31:57 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:  
[REDACTED]  
[REDACTED]

Content:  
Strongly object to this proposal.

IP Address: [REDACTED]  
Submission: Online Submission from [REDACTED] (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227434](https://majorprojects.accelo.com/?action=view_activity&id=227434)

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

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

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 05:29:24 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Helen Randerson (object)

**From:** system@acelo.com On Behalf Of Helen Randerson  
**Sent:** Friday, 13 October 2017 4:22:57 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Helen Randerson (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Helen Randerson  
 [REDACTED]  
 [REDACTED]

Forest Lodge, NSW  
 2037

Content:  
 Application Number SSI 7485  
 Attention: Director, Transport Assessments Planning Services  
 Department of Planning and Environment

Dear Sir/Madam

I would like to comment on the following aspects of the WestConnex M4-M5 Link Environmental Impact Statement Application Number SSI 7485, on exhibition from 18 August to 16 October 2017.

M4-M5 Construction sites on Parramatta Road at both Haberfield and Camperdown:

The EIS has not considered alternatives that would ameliorate travel times for commuters travelling to work and education along Parramatta Road.

The only proposed mitigation is for a bus lane. A dedicated bus lane already exists on most parts of Parramatta Road.

Travel times have already significantly increased on Parramatta Road to the CBD, due to the re-routing of buses away from George Street.

Building two construction sites on Parramatta Road will cause even longer delays and increases in travel times, for a period of five years, on this key road corridor.

Further bus bunching will occur at all key intersections on Parramatta Road to the CBD.

This is unacceptable and sets back for five years any chance of travel-time improvements or revitalisation of Parramatta Road.

Both Parramatta Road construction sites should be removed from the project, as the necessity for a midpoint site has not been justified in the EIS.

Proximity of Parramatta Road Camperdown construction site to Bridge Road School:

Bridge Road School is a Sydney region specialist school which provides an intensive intervention for young children with severe emotional and behavioural disabilities.

The proposed Parramatta Road Camperdown construction site is directly opposite Bridge Road School. The EIS has not addressed the impact of the proposed construction site on children with severe emotional and behavioural disabilities.

There is no recognition in the EIS that this is a specialist school.

The proposed M4-M5 construction site adjacent to Sydney Secondary College Leichhardt was moved due to the impact on a mainstream school.

As Bridge Road School is a specialist school for children with severe emotional and behavioural difficulties, the proposed construction site at Camperdown opposite Bridge Road School should not proceed.

Proximity of construction sites and tunnels to local waterways which drain to Sydney Harbour:

The mainline M4-M5 Tunnel and Construction sites at Camperdown and The Crescent are to be built in close proximity to Johnstons Creek, Whites Creek and Sydney Harbour.

The route from the Camperdown construction site to the mainline tunnel (past the petrol station at Pyrmont Bridge Road and Johnstons Creek) has not yet been finalised.

There is a risk of contamination of local waterways and Rozelle Bay as well as contamination of groundwater caused by tunnelling from the project impacting on Sydney Harbour.

"No groundwater monitoring wells have been installed specifically for the purposes of monitoring groundwater contamination as part of the project." (EIS Technical Working Paper Contamination p132) Before the EIS is approved, a condition regarding monitoring of groundwater contamination should be imposed.

Unfiltered vent stacks at Rozelle, Lilyfield and St Peters under Sydney Airport flight path:

The negative health effects of aviation air pollution for those living under flight paths has been well documented elsewhere. However, this is not considered in the EIS.

The unfiltered ventilation stacks proposed for this project lie under the flight path for Sydney Airport. The EIS notes that the height and operation of the vent stacks is constrained by CASA regulations.

The EIS fails to take into account the cumulative negative health impacts of increased air pollution from unfiltered M4-M5 vent stacks for residents living in inner west suburbs under the Sydney Airport flight path.

The EIS map indicates there will be significant air pollution from increased surface traffic directed onto ANZAC Bridge by this project.

This increased air pollution from unfiltered vent stacks and from increased ANZAC Bridge traffic will affect all inner west suburbs under the Sydney Airport flight path due to Sydney's prevailing north easterly winds.

This is unacceptable. No unfiltered vent stacks should be built under the Sydney Airport flight path.

Legitimacy of an EIS based on a concept design:

The final route of the M4-M5 has not yet been decided.

This EIS has been prepared prematurely, in advance of a final route for the M4-M5 being chosen.

Geotechnical and utilities explorations (e.g. extending underneath Parramatta Road until May 2018 by RMS) have not yet been completed.

The statements made in the EIS are therefore as nebulous as the 'concept design' of the M4-M5.

The EIS lacks the three aspects of transparency - information disclosure, clarity, and accuracy.

Page 34 of the M4-M5 Link Community Feedback Report dated 12 May-4 August 2017 stated incorrectly that the EIS would present an in-depth description of the project.

No in-depth description has been provided on the exact geographical location or specifications of the project

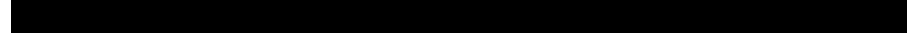
The environmental impact of the project cannot properly be assessed without a detailed final design and

location.

Yours sincerely

Helen Randerson  
242 St Johns Road  
Forest Lodge NSW 2037

13 October 2017

  
Submission: Online Submission from Helen Randerson (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227456](https://majorprojects.accelo.com/?action=view_activity&id=227456)

Submission for Job: #7485 WestConnex M4-M5 Link  
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Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

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

**From:** system@acelo.com On Behalf Of [REDACTED]  
**Sent:** Friday, 13 October 2017 3:59:01 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

Content:

The Westconnex M4-M5 link should not be granted planning approval on the basis of the published EIS since the document contains insufficient detail and is "indicative only" in too many areas. It is unacceptable that a project of this size should be granted planning approval with so many details undecided.

In addition, on the basis of the information which is contained in the published EIS I am opposed to the project on the following grounds:

1. The impact of unfiltered ventilation stacks. It is unacceptable that a major project in the 21st century should utilise suboptimal ventilation technology simply to save money. The pull through ventilation system should be rejected and replaced by a fan driven and filtered system. The current proposal will increase air pollution in the form of toxic particulate matter. This will be discharged in the vicinity of 5 schools in Rozelle/Annandale as well as the heavily utilised Bicentennial park area. In summer the prevailing NE winds will push it towards SW Sydney which already has poor air quality. The long term health costs of this methodology need to be factored into the EIS.
2. The projected increase in traffic on local roads such as Johnston St will diminish the quality of life for many people in the inner west. Access to Victoria Rd and the ANZAC Bridge will be slower and more difficult. The accuracy of the traffic modelling on which the EIS is based must be questioned in light of the finding that the company responsible produced inaccurate data for the Brisbane Clem 7 freeway.
3. Possible damage to historic buildings and houses due to tunnelling under Newtown. The EIS predicts a permanent impact on groundwater levels but does not model the local impact of settlement due to groundwater withdrawal. The EIS does not provide information about precondition surveys and responsibility for repairs to damage due to vibration, groundwater changes etc.
4. Uncertainty about the final design and contractor for the complex Rozelle interchange - the St Peters to Rozelle tunnel should not proceed until the full interchange design is completed. How can a tunnel be built when its final destination is still unknown?

5. Experience from construction of the M4 East at Haberfield shows that some residents are experiencing unacceptable levels of noise, vibration, building damage and inconvenience with inadequate access to restitution or compensation. The EIS for the M4-M5 link is vague on responsibility and compensation and the conditions of consent for this project must be more stringent and better enforced.

6. Parking for workers during the construction phase has not been given adequate consideration. Many houses in the inner west do not have off street parking and residents need to park on the street. The area around the proposed dive site on Pymont Bridge Rd will be particularly problematic due to competition for parking from staff from RPA hospital and staff and students from Sydney University. RPA staff in particular already need to park up to 2km from the hospital and they will be severely disadvantaged as construction workers take up the available spaces, 24 hours a day. We have experienced this personally when workers from a nearby construction project, which wasn't going 24 hours per day, filled up our local streets meaning residents had nowhere to park and staff from RPA had to park even further away. The EIS executive summary states: Only limited on-site parking for construction personnel would be provided at the more constrained construction ancillary facilities. Opportunities to provide additional parking and minimise impacts on on-street parking around construction sites would be investigated during detailed design and construction planning. Planning approval should not be granted until this issue is addressed in detail with off-site parking and shuttle transport to be provided.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227442](https://majorprojects.accelo.com/?action=view_activity&id=227442)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 05:38:14 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Philip Laird (object)  
**Attachments:** 227446\_10\_17 Submission Westconnex NSW\_2017Oct13\_1603.pdf

**From:** system@acelo.com On Behalf Of Philip Laird  
**Sent:** Friday, 13 October 2017 4:04:06 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Philip Laird (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Philip Laird  
[REDACTED]

Wollongong, NSW  
2522

Content:

In the longer term, stage 3 of Westconnex will do little to ease road congestion in Sydney and it will bring more cars closer to the CBD of Sydney. Failure to address transport pricing and to improve rail do so will leave New South Wales with increasing road congestion, and dependence on oil. Oil vulnerability needs reducing, and not increasing.

This particular proposal will have adverse impacts on many people living in inner west suburbs such as Rozelle and St Peters.

Lessons may be learnt from the former Victorian governments proposal to construct a large and expensive East West Link motorway, and the 2015 reports of the Australian National Audit Office and the Victorian Auditor General. These reports give rise to the valid questions as to what will be the total cost of WestConnex and how much government funding will be needed to complete it ?

There is also the questions as to whether the prioritisation of significant state resources to Westconnex, at the expense of regional NSW, is soundly based?

In short, Westconnex Stage 3 is a case of WRONG WAY- GO BACK

It is recommended that the Westconnex Stage three proposal be put on hold by the NSW Department of Planning, until further and detailed consideration is given to alternatives including improved road pricing and better public transport for Sydney.

[REDACTED]  
Submission: Online Submission from Philip Laird (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227446](https://majorprojects.accelo.com/?action=view_activity&id=227446)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

# **Submission to NSW Department of Planning and Environment re WestConnex Stage 3: M4 - M5 Link**

**from Philip Laird, University of Wollongong, October 2017**

The submission is by way of objection and shall draw on research conducted at the University of Wollongong. However, the submission does not necessarily reflect the views the University.

The proposed project includes a new multi-lane road link connecting the M4 East project at Haberfield with the New M5 project at a St Peters Interchange. It is recommended that consideration be giving to refusing the application.

## **1. General Comment**

New South Wales has a large infrastructure deficit and this will require significant funding to remedy. In particular, NSW has a current overall shortage of 'fit for purpose' rail infrastructure to serve a growing population. Whilst this in part is being addressed by construction of the North West Metro by 2019 to be followed by a Sydney Metro-City (with a harbour crossing) and Metro-South West to be operational by 2024, and a new light rail down George St and out to UNSW, many rail deficiencies remain.

The question of whether Sydney's car dependence should be further encouraged by construction of stage 3 of WestConnex (on top of the construction of North Connex and Stages 1 and 2 of WestConnex) is considered as one that should be addressed before Stage 3 approval is given. So also should the various impacts of WestConnex on the neighbourhoods where road tunnels start and end.

The question of whether more appropriate road pricing and better public transport is a better option than more tollways and freeways for Sydney should also be addressed.

It is respectfully suggested that more attention is needed to true 'user pays' and 'polluter pays' pricing of roads. The issues re transport pricing were addressed in 2003 in an official report on Sustainable Transport. However, the recommendations on fares and road pricing in this report by Mr Tom Parry were rejected by the government of the day. The present government would do well to revisit the 2003 Parry report.

Instead, the apparently easier option of building more roads is being pursued.

As noted by ABC News on 12 May 2017, the City of Sydney has proposed abandoning stage three of the controversial \$17 billion WestConnex toll road. In place, Lord Mayor Clover Moore put forward an alternative proposal that could save NSW some \$7 billion, by scrapping the stage three plans for a 9-kilometre underground tunnel from inner-city Haberfield to St Peters, which will join the M4 East tunnel and the new M5 tunnel.

The City of Sydney proposal, which sets out a range of alternatives, includes demand management, upgrades to King Georges Road, a realignment of the new M5 tunnel to come out closer to the Port of Botany, linking to the CBD via the Eastern Distributor and the sale of the vast St Peters Interchange site for housing.

A concern was also raised that unlike the other sections of WestConnex, the M4-M5 link contractors will undertake detailed design and construction planning "after" the project is approved.

Westconnex Stage 3 will have adverse impacts on many people living in inner west suburbs such as Rozelle and St Peters. It is submitted that inadequate consideration has been given to alternatives including a combination of improved road pricing, including time of day congestion pricing, and improved public transport.

For example, the rail serving the domestic and international terminals at Sydney Airport is under-utilised. This was outlined in a 2014 report "Removing or reducing station Access fees at Sydney airport" by General Purpose Standing Committee No 3 of the NSW Legislative Council. Reducing these station Access fees would likely see more use of rail to access Sydney's main airport.

It is wishful thinking that road congestion in Sydney can be reduced by building more roads. The overseas experience is that a more balanced strategy, including rail, is needed to reduce road congestion. Here, as noted by Ross Gittins in the Sydney Morning Herald (SMH) for 14 August 2013: "The Coalition doesn't seem to have learnt what I thought everyone realised by now: building more expressways solves congestion only for long as it takes more people to switch to driving their cars."

In short, Westconnex Stage 3 is a case of WRONG WAY – GO BACK.

### **1.1 Lessons from Melbourne and Perth**

Melbourne's proposed East West tollway was made an upfront issue in the November 2014 Victorian state election, and effectively rejected by the voters.

In this regard, attention is drawn to the December 2015 report of the Australian National Audit Office called "Approval and Administration of Commonwealth Funding for the East West Link Project". The report notes, inter alia, that two \$1.5 billion commitments were made to this project, but (page 7) "Neither stage of the East West Link project had proceeded fully through the processes that have been established to assess the merits of nationally significant infrastructure investments prior to the decisions by Government to approve \$3 billion in Commonwealth funding and to pay \$1.5 billion of that funding in 2013–14."

Moreover (page 22) eEarlier business cases, including one dated 22 March 2013 in which the stated benefit cost ratio was 0.45, were not provided to either DIRD or Infrastructure Australia. This first came to the department's attention when, on 15

December 2014, the current Victoria Government published a number of documents relating to the project.

The report recommended that *"...as a matter of priority given the significant amount of Commonwealth funding that is involved, the Department of the Treasury recommend to the Treasurer that he make a determination requiring the return of the \$1.5 billion paid to Victoria in relation to the East West Link project."*

If the benefit cost ratio was actually 0.45, then the incoming Victorian Government did well to stop the project

December 2015 also saw the release of the report of the Auditor General of Victoria on the proposed East West Link (EWL) tollway. The report also noted benefit cost ratio of 0.45 and was critical of both the decision to commence work in 2014 by the former Government of Victoria (and at a time there were legal challenges to the project) and also terminating the project by the new government "without full consideration of the merits of continuing with the project." However, as per the conclusions (page x):

*If it had proceeded to completion, the entire EWL project would have cost in excess of \$22.8 billion in nominal terms. Limitations in the business case meant there was little assurance that the prioritisation of significant state resources to this project was soundly based.*

It is also of note that following the March 2017 Western Australian state election, the formerly proposed Perth Freight link road will no longer proceed.

The abandoning of major road proposals in Melbourne and Perth raises some questions:

- A. what will be the total cost of WestConnex and how much government funding will be needed to complete it ?
- B. should Stage three WestConnex proposals be reviewed by each of the Australian and NSW Governments?

## 2. An 2014 Australian report on roads

Informed comment on land transport policy was provided in a report ***Spend more, waste more - Australia's roads in 2014: moving beyond gambling***. The report, prepared for Infrastructure Australia was briefly placed on their website, and then withdrawn. It now may be found at the website (<http://www.ycat.org.au>) of the Yarra Campaign for Action on Transport.

The 2014 report notes Australia's three levels of government and the private sector are now spending over \$20 billion a year on road construction and maintenance; and, *"between 2008-09 and 2011-12, over \$4.5 billion more was spent on roads than was raised in almost all road taxes and charges"* (from Bureau of Infrastructure Transport and Regional Economics Infrastructure

Statistics Yearbook (2013) p.41).

After noting the need for reform in road pricing, including mass distance location for the heavier trucks, the report considers that the big annual outlay of roads, which is set to grow even larger at the expense of federal funding of urban rail, is a *"road spend [that] can only be described as hideously inefficient."*

### **3. 2015 draft Infrastructure Audit**

In May 2015, a draft Infrastructure Audit was released by Infrastructure Australia. The 2015 draft Audit notes in part Australia's population is projected to grow from 22.3 million (m) in 2011 to 30.8m in 2031 - an increase of 36.5 per cent. (In July 2015, it was 23.8m). Most of this population growth (72.0 per cent) is projected to be in the four largest cities of Sydney, Melbourne, Brisbane and Perth - to a total of 18.6m people "This growth will impose additional demands on urban infrastructure already subject to high levels of demand."

The cost of road congestion in Australia's capital cities was estimated by BITRE to be \$9.4 billion in 2005 and to rise to \$20.4 billion by 2020. The 2015 Infrastructure Audit has estimated that the cost of delays on urban roads was \$13.7 billion in 2011 and expects "in the absence of any new transport network capacity, the cost of congestion on urban roads is projected to grow to \$53.3 billion in 2031."

By 2020, the cost of road congestion will rise to more than one per cent of GDP. As noted in the draft Audit, by 2031, Australia's population will reach nearly 31 million people. Sydney will also grow and this growth will require a new approach to land transport. This will require improved urban public transport, better transport pricing and less reliance on cars and trucks.

### **4. Caution using proceeds of any NSW privatisation proceeds for roads**

Road proposals should be sound enough to stand on their own merits, deriving all funds from road users, whilst leaving some funds from road users to cover significant external costs and to provide some funds for transport alternatives to roads.

In addition, privately funded urban road projects have not always been the best way to allocate investment in land transport. Between 2005 to 2012, there were no fewer than four failed tollway projects (Sydney's Cross City Tunnel in 2005 and Lane Cove Tunnel in 2007, then Brisbane's Clem 7 in 2010 and Airport Link in 2012) and one (Melbourne's EastLink) requiring refinancing. Court cases were heard during 2014 and 2015 over excessively high patronage projections by consultants for the Lane Cove Tunnel and Clem 7 project, with extensive damages awarded.

It may be argued that Australia has reached the end of the modernist era of road construction based on traffic modelling predicting a continued trend in increased car use and road congestion. Indeed, Professor Peter Newman from Curtin University describes the three current-day major urban road projects in Australia as "...the last gasp of the old era... the East West Link in Melbourne,

the Connex West (sic) in Sydney, the Perth freight link, these are billions and billions of dollars being thrown at a problem that is disappearing”.

In addition, it is desirable for any NSW privatisation proceeds to be used in a way that reduces dependency on imported oil. This will NOT be done by building more roads.

## 5. Some Australian views

In the late 1990s, both Engineers Australia and the Chartered Institute of Logistics and Transport gave considered warnings that cheap oil would not last forever, and more energy efficient transport was needed.

These warnings were followed in 2002 with one from the then Secretary of the Australian Treasury, Dr Ken Henry in a 2002 address to ([http://archive.treasury.gov.au/documents/440/PDF/Transport\\_Speech.pdf](http://archive.treasury.gov.au/documents/440/PDF/Transport_Speech.pdf)) about the **very challenging problems posed to future generations on the projected increases in urban traffic and interstate road freight**.

There are numerous hidden costs of road vehicle use, but not including road congestion, leading to leading to a "road deficit" of about 1 per cent of GDP. Road congestion costs add a further 1 per cent or so of GDP. These costs simply cannot be reduced by building more roads.

The 2016 State of the Environment report found <https://soe.environment.gov.au/theme/ambient-air-quality/topic/2016/health-impacts-air-pollution>) inter alia, that The Australian Institute of Health and Welfare has estimated that about 3000 deaths (equivalent to about 28,000 years of life lost) are attributable to urban air pollution in Australia each year ( The health costs from mortality alone are estimated to be in the order of \$11–24 billion per year The health risk assessment undertaken for the review of Australia’s air quality standards found that the most severe effects, in terms of overall health burden, were linked to long-term exposure to high levels of particulate matter.

## 6. Some International Views

In regards to air pollution, a Sydney Morning Herald article *Air pollution takes toll on Australian lives, economy: OECD report* for May 23 2014 noted, inter alia, The number of deaths related to air pollution in Australia has increased significantly, when most of the world's major economies have seen their death rates decline.

A report from the Organisation for Economic Co-operation and Development (OECD), called *The Cost of Air Pollution: Health Impacts of Road Transport*, shows Australia has failed to halt the dangerous rise in air pollution. It estimates the economic cost of that failure has run into the billions. The OECD report shows that between 2005 and 2010, the number of deaths from air pollution in Australia jumped from 882 to 1483, representing a 68 per cent rise. The report also said the economic cost for Australia was about \$5.8 billion in

2010, up from \$2.9 billion just five years earlier.

As noted by the International Energy Agency in a 2013 publication, *A Tale of Renewed Cities A policy guide on how to transform cities by improving energy efficiency in urban transport systems*:

“The effects of growing travel demand and increasing shifts to private motorisation are leading to escalating roadway congestion that costs billions of dollars in wasted fuel and time. Moreover, motorised vehicle traffic has significant adverse effects on health, contributing substantially to respiratory and cardiovascular diseases from outdoor air pollution, and deteriorated safety in cities, leading to more than 1.3 million deaths per year from traffic accidents. Urgent policy attention to improve the energy efficiency of urban transport systems is thus needed not only for energy security reasons, but also to mitigate the negative climate, noise, air pollution, congestion and economic impacts of rising urban transport volumes and energy consumption.”

## 7. Alternative projects

It is suggested that other transport projects within New South Wales should have a higher priority than stage three of West Connex.

These other projects should include completion of the Maldon Dombarton rail line, a Parramatta - Epping rail link and a rail link to a Second Sydney airport along with speeding up Sydney Newcastle, Sydney Wollongong and Sydney Canberra trains (as noted by in the 2012 State Infrastructure Strategy of NSW by Infrastructure NSW).

Attention is also drawn to a 2012 report *Can we afford to get our cities back on the rails?* of the Grattan Institute. The paper looks back to the 19th Century, and towards the end, after reviewing a number of potentially valuable projects, and possible measures of part funding them, concludes:

“None of these measures are politically easy but there is evidence that voters have a big appetite for change in urban transport. In a 2011 survey for the National Transport Commission close to half the population agreed they would - like to be able to drive less - and more than four in five agreed that the government should develop more public transport services to give people a realistic alternative to driving. With political leadership and a clearer linking of costs and benefits, new urban rail lines might yet have a place in our future transport mix.”

Perhaps the most obvious lesson of history is that urban passenger rail is a long-lived asset that can benefit a city more than a century after it is built. As J.J.C Bradfield wrote about the Sydney Harbour Bridge: —Future generations will judge our generation by our works.

As noted by this writer in the Australian Financial Review for Friday 30 September 2016 in Letters page 35

## WestConnex is a bridge too far



**The Harbour Bridge was a much better project than WestConnex will ever be.**

“The article *Westconnex: What could go wrong* (September 24-25) - see also Letters September 26 and 29) notes that the chief executive of Sydney Motorway Corporation, Dennis Cliche, acknowledged the pain of resumption of houses which was also felt by Bradfield when building the Sydney Harbour Bridge.

However, this bridge was in so many ways a much better project for Sydney than Westconnex will ever be. Sydney now needs fewer cars rather than more cars moving around the Sydney CBD and nearby areas.

The cost of WestConnex has ballooned to at least \$16.8 billion, with the first stage receiving more than 4000 objections to the NSW Department of Planning and the second stage, the New M5 East, generating more than 9000 objections.

Alternatives such as congestion pricing for inner Sydney and incentives to use rail to get more passengers to and from the airport and freight to and from Port Botany have been apparently dismissed.

Westconnex does not fit in well with development of a new two stage Metro for Sydney with expanded light rail.

The cost of Westconnex to the federal and NSW taxpayers is a further issue. This money could well be better directed to additional rail capacity in Sydney as well as track upgrades to give faster train services between Sydney and regional NSW.

In 10 or even fewer years, it may become apparent that Victoria made the correct decision to cancel the East West tollway, whilst NSW made the wrong decision to build Westconnex.”

## 8. Completion of the Maldon Dombarton rail line

The constraints on the existing roads and railways and the ongoing expansion of Port Kembla mean that the case for completing the 35 km Maldon - Dombarton

link is now stronger than it was in 1988 when worked on it was suspended.

In August 2017 the Illawarra Business Chamber released a detailed report noting that in recent years, the efficiency of the existing South Coast Line has been impacted by increased congestion with passenger and freight trains competing for scarce slots. The main recommendation of the report is for the completion of the Maldon - Dombarton Line with duplication of track outside of the Avon Tunnel and Nepean Viaduct, together with electrification of the new line and the 7 km Dombarton - Unanderra section to form a South West Illawarra Rail Link (SWIRL). The report calculated a Benefit Cost Ratio of 1.13 (central case with discount rate 7%, 50 years) or 1.56 (central case with discount rate 4%, 50 years).

In summary, completion of Maldon Dombarton is now overdue, and is necessary to allow Port Kembla to expand. Completion of the rail link will bring benefits, not only to Wollongong but also Sydney and other parts of New South Wales.

Expressions of interest for the private sector to complete this line closed earlier in 2015, were reviewed, and then not taken up. It is likely that some government funding will be required to facilitate this rail link.

The question is that would government money be better spent on this project and other regional rail projects (outlined below) rather than going to a very expensive further stage of WestConnex.

## **9. Regional NSW considerations**

Regional NSW deserves a much better deal than it is presently getting, and should not in any way be called on to help finance West Connex (including from the proceeds of the long term leases of Port Kembla and Newcastle).

**Newcastle and Wollongong** *"As Newcastle and Wollongong grow in size and importance to the NSW economy, they need faster and more efficient links to Sydney"* (the 2012 State Infrastructure Strategy).

This report "assesses how faster rail journeys from the Illawarra and Central Coast to Sydney would help enable this integration and support these regions." ... also, this 2012 report on page 107, notes "An incremental program to accelerate the intercity routes is proposed, with a target of one hour journey times to Sydney from both Gosford and Wollongong, and a two hour journey time from Newcastle. The focus of the program will be operational improvements supported by targeted capital works to reduce journey times."

Faster trains between Sydney and Newcastle were also promised in 1998 in the official NSW *Action for Transport* Statement to be delivered in two stages, the first stage by c2007.

The worst aligned sections of track linking Hornsby and Newcastle are now overdue for realignment. This section is now the most congested section of double track in Australia, albeit more from frequent passenger trains rather than from commercial freight activity.

Faster trains between Sydney and Wollongong were promised in 1998 in the official NSW *Action for Transport* Statement to be delivered by 2010. This envisaged a new Waterfall-Thirroul Route to reduce train transit times by 15 minutes.

The current average speed of about 55 km per hour for the fastest Wollongong - Central trains is too slow. Perth Mandurah and Geelong Melbourne trains average 85 km per hour.

Both corridors (along with Sydney to Canberra) were cited in a May 2017 federal government document "The National Rail Program: Investing in rail networks for our cities and regions" which identifies corridors including Sydney Canberra and notes "Demand for rail is rising - and more investment is needed to match."

#### **Blue Mountains and to Parkes**

Extend the Bathurst Bullet to Orange; and, realign some western rail track.

#### **Casino to Murwillumbah and the Cowra lines**

Reopen the railway line from Casino to at least to Lismore/Byron Bay.

#### **Main South line serving Goulburn, Yass, Junee, Wagga Wagga and Albury**

Straighten out the track alignment whilst suited to steam trains now slow down the more powerful diesel trains. This could reduce the track length between Picton and Goulburn by 6.5 km, and between Goulburn and Yass by 8.5 km with good savings in transit time and fuel use for freight and passenger trains.

On 24 October 2016, the Canberra Times ran an opinion piece "*Oh for a modern railway system!*" by Professor Clive Williams where he outlined a recently improved train service between Tashkent and Samarkand in Uzbekistan. This was operating over upgraded track with the use of new Talgo tilt trains. The result was that the journey time was cut from over three to just two hours, for a journey of similar length to that of Sydney to Canberra. The article observed that the train "journey between Canberra and Sydney, with stops, takes over four hours – about 45 minutes slower than a Murrays or Greyhound coach. Little wonder that most people choose to travel by coach."

#### **North Coast line from Maitland to Casino and onto Brisbane**

There is considerable scope for improvement here, on top of the work done by the ARTC in recent years. A case study of a major deviation between Hexham and Stroud Road was noted in a 2007 Federal Parliamentary Committee report (The Great Freight Task: Is Australia's transport network up to the challenge? page 116). Here, the construction of 67 km of new track would replace a substandard 91 km section to halve transit times and reduce fuel use by 40 per cent.

A Hexham to Fassifern link (see Infrastructure NSW 2012 report) would also give good benefits.

## 11. Conclusions

In the longer term, stage 3 of Westconnex will do little to ease road congestion in Sydney and it will bring more cars closer to the CBD of Sydney. Failure to address transport pricing and to improve rail do so will leave New South Wales with increasing road congestion, and dependence on oil. Oil vulnerability needs reducing, and not increasing.

This particular proposal will have adverse impacts on many people living in inner west suburbs such as Rozelle and St Peters.

Lessons may be learnt from the former Victorian governments proposal to construct a large and expensive East West Link motorway, and the 2015 reports of the Australian National Audit Office and the Victorian Auditor General. These reports give rise to the valid questions as to what will be the total cost of WestConnex and how much government funding will be needed to complete it ?

There is also the questions as to whether the prioritisation of significant state resources to Westconnex, at the expense of regional NSW, is soundly based?

In short, Westconnex Stage 3 is a case of:



It is recommended that the Westconnex Stage three proposal be put on hold by the NSW Department of Planning, until further and detailed consideration is given to alternatives including improved road pricing and better public transport for Sydney.

Associate Professor Philip Laird, Ph D, FCILT, Comp IE Aust  
Faculty of Engineering and Information Sciences  
University of Wollongong NSW 2522

13 October 2017

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

**From:** system@acelo.com On Behalf Of [REDACTED]  
**Sent:** Friday, 13 October 2017 4:10:00 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** \*Submission Details

Confidentiality Requested: yes

Submitted by a Planner: yes

Disclosable Political Donation: no

Name: [REDACTED]  
 Organisation: Concerned citizen ()  
 Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:  
 Dear Sir/Madam

Thank you for the opportunity to comment on the EIS for the M4-M5 link. I object to the proposed project and would like to make the following comments:

1. The "induced transport demand" from the project will invariably outweigh any potential short term benefits. The "Downs-Thomson Paradox" is well known and researched in transport policy contexts - the construction of this new motorway will encourage more cars and ultimately increase congestion, as well as local (fine particulate), regional (ozone precursors) and global (carbon dioxide) atmospheric pollution.
2. The way that the EIS has been exhibited makes it very difficult for members of the public to fully comprehend and understand. The sheer size and complexity of the document means that ordinary members of the public find it incredibly difficult to fully comprehend and appreciate. Rigorous scientific, engineering and heritage analysis is essential to underpin the EIS, but the key findings need to be communicated to the public in an more easy to grasp format, with the more technical materials available for those who seek them. Given the complexity of the EIS and the way it has been presented I do not consider that a proper public consultation on the EIS has taken place.
3. I am extremely concerned about local level impacts in Annandale, Leichardt, Lilyfield and Rozelle with the extensive tunneling proposed. In particular I urge you to avoid tunneling works near or underneath the numerous Harbour-flowing rivers in this area (eg Whites Creek and Johnstons Creek) as these are particularly important to the biodiversity of Sydney Harbour, and impacts on the geomorphology of these rivers could have a devastating impact on Sydney Harbour biodiversity. Furthermore, in terms of impacts on local residents, I note that these tunneling works will impose an additional substantial long-term cost on residents in this area who already carry a disproportionate burden in terms of transport noise and

pollution from aircraft noise. I urge you to carefully consider these cumulative impacts.

I strongly object to the proposed M4-M5 link and urge you not to construct the project.

Sincerely

[REDACTED]

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] of Concerned citizen (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227453](https://majorprojects.accelo.com/?action=view_activity&id=227453)

Submission for Job: #7485 WestConnex M4-M5 Link

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Site: #3247 M4-M5 Link

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

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

**From:** system@acelo.com On Behalf Of [REDACTED]  
**Sent:** Friday, 13 October 2017 5:26:59 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

Content:

I am opposed to the West Connex, and I am opposed to the stage 3 extension.

1. The business case for this new road does not pass the pub test; the community remains unconvinced, despite huge amounts of tax-payer funds being used to promote it. The business case fails due to

-the need for public transport, not more roads

-the huge cost of the project

-the inability to attract good companies to construct it

-ineptitude in decisions, such as the money wasted on the Dan Murphy site

2. I am opposed to it on environmental grounds

- further heritage destruction (in addition to the reckless disregard for heritage already shown with the demolition of listed homes in Haberfield)

-encouraging more people to drive

-directing precious funds away from public transport options such as a rapid transit system for Parramatta Rd

-air pollution from exhaust stacks, car fumes etc

-this will increase green house gas emissions which is an unthinkable proposition for a modern day government

-visual pollution from the unsightly roads and interchanges

3. I am appalled by the lack of real consultation with the communities involved. The EIS is lengthy and complex and represents a sabotaging of community input.

4. It is not in the public interest. The government's intention appears to be to force the least desirable option for each community; to create division and to render harm with unfair acquisitions, destroyed heritage, streetscapes and village suburbs, environmental vandalism and wasted billions.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227473](https://majorprojects.accelo.com/?action=view_activity&id=227473)

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

Site: #3247 M4-M5 Link

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

[REDACTED]  
[REDACTED]  
[REDACTED]

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

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

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

Global experience of major toll roads demonstrates that these projects are enormously expensive and counter-productive. WestConnex will increase air pollution and global warming and encourage more car use; quickly filling the increased road capacity. It is not a sustainable solution to Sydney's congestion problem. The negative impacts on the health and well-being of local community's both in the construction and operation phases are unacceptable.

The fact that the State Government released this EIS just 2 weeks after submissions closed for comment on the M4-M5 Link Concept Design, undermines community confidence that this is a genuine consultation process.

The impending sale of over 51% of WestConnex means that the government will transfer the whole of WestConnex and the construction of M4-M5 Link project completely into the hands of a private company which will not give adequate protections to the community.

In particular I object to the M4-M5 Link because:

- 1) it will induce more traffic into the Inner West with increases in congestion on already highly congested major roads and increased congestion on local roads as commuters avoid the expensive tolls.
- 2) it will increase the negative health impacts by increasing toxic fine particle pollution especially in the vicinity of the unfiltered ventilation stacks which are located near schools and homes.
- 3) it will destroy the Rozelle to Balmain rail corridor thus removing the option for a rail link to the Balmain peninsula and the White Bay precinct.
- 4) it will impose significant and unsustainable tolls on western Sydney communities who will not have adequate public transport alternatives.
- 5) it will lead to the imposition of more clearways on high streets in the inner west which will destroy businesses and community amenity.
- 6) it will potentially damage significant aboriginal and non aboriginal heritage in the inner west.

Extra comments

I am opposed to every aspect of WestConnex as it is a project that is not in the public interest, from the major damage to the world, class, unique, heritage-rich garden suburb of Haberfield, and unfair acquisitions to the planned multi-lane roads through the suburbs. This is a retrograde project that is as toxic as it is dishonest.

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,

A solid black rectangular box used to redact the signature of the submitter.

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 06:37:04 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Reed McNaughton (object)

**From:** system@accelo.com On Behalf Of Reed McNaughton  
**Sent:** Friday, 13 October 2017 5:03:58 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Reed McNaughton (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Reed McNaughton  
[REDACTED]

[REDACTED]

Rozelle, NSW  
2039

Content:

I would like to express my concern for the placement of the unfiltered WestConnex Iron Cove stack on Terry Street only 100m from Rozelle Public School. I am really worried about the effects on the long-term health of our future youth particularly those in the Lilyfield, Rozelle and Balmain Area.

As an old teacher who experienced first hand the measured effects of lead petrol exhaust poisoning on students at Tempe Public Schools on Unwins Bridge Road in the 1970s & 80s (pre lead free petrol). We can not afford to make similar mistakes again, particularly now with our increased knowledge of the health risks of motor vehicle exhaust.

Submission: Online Submission from Reed McNaughton (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227467](https://majorprojects.accelo.com/?action=view_activity&id=227467)

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

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

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 06:42:13 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Arwen Sutton (object)

**From:** system@acelo.com On Behalf Of Arwen Sutton  
**Sent:** Friday, 13 October 2017 5:41:57 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Arwen Sutton (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Arwen Sutton  
 [REDACTED]  
 [REDACTED]

Erskineville, NSW  
 2043

**Content:**

I object to the M4-M5 Link as outlined in the Environmental Impact Statement. My objection is partly based on my concern about the impacts of the project on air quality in the areas surrounding the tunnel portals and the use of unfiltered stacks. It is unfathomable that these are even being considered, let alone in a densely populated urban area. Even without the stacks, however, the traffic gridlock in the residential streets approaching the interchanges will itself lead to a huge increase in emissions.

This proposal involves unacceptable risks to public health. I call on the Minister for Planning to reject the M4-M5 Link as proposed.

The findings of the EIS on air quality cannot be relied upon. They are totally dependent on the traffic figures which have been questioned by independent experts. Traffic modellers have a long record of poor predictions in Australia and elsewhere.

**Costs of Air pollution**

The health costs of outdoor air pollution in Australia are up to \$8.4 billion a year. The health costs of particulate pollution in the Sydney Greater Metropolitan Area is around \$4.7 billion a year.

The project will not solve traffic congestion, it will in fact encourage the use of cars and trucks in Sydney and dot inner Sydney with unfiltered pollution stacks. This will all add to health costs. As a respiratory physician, my partner says that diesel vehicles should be banned in cities altogether, and here we are encouraging more people to drive rather than investing in public transport.

NSW should be seeking to lower pollution levels as much as possible but pursuing sustainable transport alternatives.

No Safe levels of PM 2.5

Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Particulate matter is linked with asthma, lung Disease, cancer and stroke.

Unfiltered pollution stacks pose unacceptable risk to Sydney's residents

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area.

I am particularly concerned that schools would be near such unfiltered stacks.

The 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. These same children- and many others- also play school sport and weekend sport in Sydney Park, a beautiful green space which will soon be surrounded by gridlocked traffic exiting/entering the tollway interchange, with toxic exhaust fumes belching out both at ground level and from the overhead stacks not so far away.

The government needs to urgently review its policy of support for unfiltered stacks.

I note that the Education Minister, who as Planning Minister approved the M4 East and New M5, stated that the would not allow unfiltered ventilation stacks in his electorate.

Annandale, Haberfield, Rozelle, Lilyfield and St Peters will be exposed to unacceptable health risks.

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 Rozelle interchange is only a concept at this stage and should not be approved.

But even as a concept, its dangers are revealed. Rozelle would be lumbered by an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs.

The interchange has long climbs which will increase emissions concentrations, which will then be pumped into the surrounding area.

The EIS shows significant traffic volumes will head onto the Anzac Bridge, which already operates at the lowest Level of Service (F) in peak times.

There will be significant queues heading into the tunnels, greatly increasing the level of emissions, but the model does not account for these conditions.

The three pollution Stacks in the Rozelle Rail yards are shown to be 38 meters high. This is a totally inappropriate location for these pollution stacks as the Rozelle Rail Yards are in a valley and the stacks will be on land that is approximately 3.5 meters above sea level.

Balmain Road between Wharf Rd and Victoria Road is at an elevation of on average 37 meters. Orange

Grove Primary School is at an elevation of 33.4 meters. Areas of Hornsey Rd Rozelle are at 28 meters. The area near the junction of Annandale and Weynton streets in Annandale has an elevation of 29 meters.

All these areas are in close proximity to these stacks and as a result, all the pollution from these stacks will almost be on the same level and so will be blowing almost directly into these properties, especially in summer when many windows are open. This is completely unacceptable.

In addition, when there is no wind, the pollution will accumulate in this valley area and make the surrounding area highly polluted. This is also not acceptable. Young children, the elderly and those suffering from lung and heart disease will be placed at serious risk.

There are also at least 4 schools of primary age children well within one kilometre of these stacks. Young children are the most vulnerable to pollution related disease.

#### St Peters

The additional unfiltered exhaust stack on the north-west corner of the St Peters 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.

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 and near congested roads. This is utterly unacceptable.

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 will be complicated by emissions stacks located in the Interchange - meaning that pollution from the interchange will be supercharged by the emissions from the stacks.

The EIS states that "the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality."

Details of the impacts on air quality need to be provided in an accessible way so that the residents and experts can meaningfully comment on the impacts. Even small increases in PM 2.5 are not acceptable.

#### More stacks?

I am completely opposed to approving a project in which the EIS consultants recommend rather than filtering stacks now, extra stacks could be added later if there is a problem? How long would that take? Twenty years until a cancer cluster developed? One of two RMS experts at an EIS session did not even know that this statement was in the EIS. Where would these stacks be built? This indicates a level of uncertainty about the safety of unfiltered stacks.

RMS has stated at EIS sessions that there will be a review of the government's policy on unfiltered stacks but was unable to provide any information about the review or the identity of the person doing the review.

#### Air quality danger in tunnels

The EIS shows a diagrammatic explanation of the way the polluted air will be expelled from the Westconnex tunnels.

This method will work on straight tunnels of short distance providing there is no traffic congestion.

Existing tunnels in Sydney have signs advising motorists to roll up their windows and put on their `in

vehicle circulating' air conditioning.

This type of straight line pollution expulsion doesn't work if the tunnels go around corners, which is the case with the tunnels from the Rozelle Rail Yards site.

I demand that NSW Planning respond to this specific concern, rather ignoring it as has occurred with responses to the EIS for the M4East and New M5 projects.

The tunnels under Rozelle/Lilyfield are going to be in three levels. The EIS of the Rozelle Interchange are nothing more than a concept design and must not be approved.

The EIS does not explain what safety procedures would be built into the project to deal with situations like serious congestion, accidents or fire.

In the event of 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. However, there is no substantive detail about how these issues are going to be addressed and it is simply not acceptable for the EIS to continually state that issues will be postponed to the design phase.

There needs to be independent scrutiny and public feedback and consultation into a project carrying such potential risks to the public.

Government should seek sustainable strategies to reduce air pollution not worsen it in chosen spots.

Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem in particular spots, simply because it is already poor.

The M4-M5 tunnel will increase PM10 levels on the following Streets in the St Peters area and near Sydney Fish Market (data from WestConnex EIS) when it is opened in 2023. PM10 is a carcinogen and a paper published in 2013 (Raaschou-Nielsen et. al. 2013), which involved 312,944 cohort members, linked increases in PM10 levels with increases in lung cancer rates. The increases in PM 10 concentration is completely unacceptable, some of these areas are residential or are people's workplaces.

Location Increase in PM10 ( $\mu\text{g}/\text{m}^3$ )

Active Kids Mascot 0.4

Burrows Road 0.5-1, around 2 in some areas

Gardner Street 2-3

Kent Road 0.5-1

Bourke Street 0.5-1

Oridon Street 0.5-1

Botany Road 0.5-1

Albert Street 0.5-1

Victoria Street 0.5-1

Euston Road 0.5-1

Princess Highway SW of Sydney Park NA

Ada Place 0.5-1

Harris Street 0.5-1

Western Distributor (Sydney Fish Market) 2-3

Saunders Street (Near Western Distributor, Sydney Fish Market) 0.5-1

Bank Street (Near Western Distributor, Sydney Fish Market) 0.5-2

Harris Street (between Milers Street and Allen Street, near Sydney Fish Market) 0.5

Bulwara Road (Sydney Fish Market) 0.5-3

Pyrmont Bridge Road (between Harris Street and Western Distributor) 0.5-3

Sydney Fish Market 0.5-1

Source: M4-M5 EIS\_Vol 2C \_Part B\_\_App I Air quality \_Annexures\_\_part 4.pdf pg K70

Air pollution on surface roads near portals will be worse.

The EIS acknowledges that air pollution will be worse on surface roads near the tollway portals in 2023 when the project is finished and a decade later in 2033.

It also acknowledges that construction traffic can pose a pollution risk.

The EIS describes the additional pollution in these terms: a 'small increase in pollutant concentrations' on surface roads near portals compared to existing conditions." In other words, the EIS acknowledges that some residents will be left worse off after the project.

The EIS also states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.'

I disagree that the potential impacts on human health are 'acceptable' and object to the project in its entirety because of these impacts.

Those who have time to access the full EIS will discover that concentrations of some pollutants PM5 and PM10 are already near the current standard and in excess of proposed standards (9-81, 9-93).

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, much higher incidences of chronic lung conditions and higher levels of cardiovascular diseases.

I am opposed to a project that will have an anticipated result of leaving some residents exposed to exceedances of safe standards of air pollution.

It is not an answer to say that some people will be exposed to less air pollution. If people are currently exposed to unsafe levels of pollution, it is the job of government to take active steps to lower pollution where these residents live rather than exposing others to harm.

The mechanical ventilation proposed depends on single direction tunnel construction, so how it can possibly work for large curved tunnels on multiple levels is unknown.

Since this information is not provided, this EIS should be rejected.

EIS ignores impact of ozone emitted in Eastern Sydney on the West of Sydney

The EIS states that the impact on regional air quality is minimal. It concludes that the project's impact on ozone is negligible.

Ozone is a major pollutant and Western Sydney, Campbelltown in particular, suffers the worst ozone pollution.

Major components of ozone are generated in eastern Sydney and drift west. Previous environment departments have spoken about the need for an eight-hour standard concentration and goal for ozone (DECCEW, 2010, State of Knowledge: Ozone).

The Office of Environment and Heritage (OEH) needs to provide information about the value of this

standard and on the impact of new motorways on that level. This should be required to be included in the EIS.

#### Unreliability of data and lack of clarity

The Air quality data provided in the EIS is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.

I do not believe that the air quality studies are reliable as they are dependent on the traffic studies which are fundamentally flawed and have not included sufficient modelling of impacts on local roads.

I believe the EIS underestimates the traffic and therefore the pollution on local roads. It also fails to take sufficient account of impacts on residents at Haberfield and St Peters who after living with years of construction emissions and dust will then be exposed to traffic near the portals.

Both the traffic studies and the air quality studies should be independently assessed and verified before any approval of this project. The review should be public and itself open to public submissions and evidence.

The Environmental Impact Statement (EIS) for the Westconnex M4-M5 link predicts that overall air quality will be improved by 2033 by the with the motorway in place in comparison to a scenario with no motorway, though it does acknowledge that some localities will suffer worse air quality. It also states that even in the areas that will see increases (including within the tunnels and around exhaust stacks), the air quality will still be below national criteria. The predictions are based on four seriously flawed assumptions:

It overlooks alternative public transport solutions to Sydney's transport problems that involve far less air pollution.

It relies on traffic modelling that is highly dubious (finding that overall traffic movement will be reduced compared to the do nothing scenario).

It assumes that pollution emissions per vehicle will fall in the future as a result of tightening regulations and technological improvements.

It assumes that the current national criteria are actually safe for human health. In fact, there is no safe level of particulates.

#### 1) Alternative transport solutions

Mass transport systems such as rail and bus produce far fewer pollutants both because less energy is required per passenger and because they make use of less polluting power supplies (electric in the case of trains and electric/gas/hybrid in the case of buses). It is a whitewash to present air quality scenarios without a public transport based solution.

#### 2) Vehicle use modelling

Vehicle use modelling is known to be fraught, and modelling for most recent motorway projects in Australia has been seriously inaccurate. One of the main problems is inadequate consideration of 'induced demand', whereby, to quote the EIS: "Even with no growth in regional population and/or economic activity, a new or substantially upgraded road has the potential to induce changes in travel patterns, which appear as induced traffic demand". This is the main reason that new roads eventually become clogged. When congestion is eased by a new road, people will take more trips, and this will increase until the congestion becomes the same as it was before the road was built. However, the modelling used for the M4-M5 link assumes this effect will increase traffic loads by only 0.3%. This is plain stupidity and is counter to the experience of major road building in every country around the world. This oversight means that the vehicle use may be far higher than projected. Presumably by 2033 the roads will be at full capacity, which by back of the envelope calculation could be >200,000 vehicles per day in the

M4-M5 tunnel, or double the prediction in the EIS. This level of vehicle use has not been modelled for air-quality and without doing so, it would be very difficult to assess the impact within the tunnels or in the surrounding suburbs. However, given that the EIS predictions are close to the air quality criteria in some locations, frequent exceedance of the criteria must be quite likely.

3) Per vehicle emissions will fall

The EIS cites recent data to argue that air quality in Sydney has improved in recent decades, in part due to reduced emissions from vehicles. They also cite studies that predict this trend will continue. While this may be a reasonable assumption, there is a reasonable possibility that the improvements will not occur. The EIS should have modelled the air quality under these circumstances.

4) National air quality criteria are safe

We note that the EIS predicts pollution levels to be lower than current air quality criteria for NSW, and also that several studies into the impacts of Sydney's existing road tunnel network conclude that they are lower than the criteria. However, state, national and international guidelines and criteria for safe levels of pollutants have changed over the decades as knowledge about the impacts of the pollutants has improved. The changes have always been to lower the criteria. Take the example of particulate matter (particularly prevalent in diesel emissions). Health authorities recognise that there is no safe level of particulates, partly because they can cause cancer and as such just one particle may be enough to kill somebody. It is likely that criteria will be tightened further in the future and then the EIS predictions that appear under current criteria to be a modest and safe deterioration in air quality may one day be judged to be a public health disaster.

The trend in tightening air-quality regulations also invalidates the logic in modelling reducing vehicle emissions (issue 3 above). Vehicle emissions will only fall if health authorities keep reducing the air quality criteria. If they are going to reduce the air quality criteria, it is misleading to base future predictions on current criteria. In other words, the scenarios should either test current per vehicle emissions against current criteria or test forecast reductions in emissions against forecast criteria (or do both).

The EIS predicts a minimal impact on air quality but this may be very far from the truth. In particular, the lack of accuracy in predicting the actual number of vehicles, the general lack of knowledge of the health impacts of the pollutants and the lack of consideration of alternative transport solutions with far better air quality outcomes are serious flaws in the EIS process.

Submission: Online Submission from Arwen Sutton (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227478](https://majorprojects.accelo.com/?action=view_activity&id=227478)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 07:31:40 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Arwen Sutton (object)

**From:** system@acelo.com On Behalf Of Arwen Sutton  
**Sent:** Friday, 13 October 2017 5:27:59 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details for Arwen Sutton (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Arwen Sutton  
 [REDACTED]  
 [REDACTED]

Erskineville, NSW  
 2043

Content:

I strongly object to the ill-considered design of this project and the way in which it is being pushed through despite all its evident flaws, let alone its financial and medical costs for generations to come.

The greatest good for the greatest number?

Arguments in favour of westconnex usually point to the number of cars who will allegedly ultimately save up to 20 minutes a day in travel time (never mind the tolls).

Assuming this is correct (which I do not believe) I would still like to point out that hundreds of thousands of residents in areas surrounding the roadworks and all the commuters using these roads now are currently sitting in traffic caused by the roadworks, and will be doing so for some years to come if this project proceeds. As your traffic modelling, despite its failure to take local roads beyond the project boundaries into account, shows that local roads around the interchanges will be gridlocked once they are completed, I argue that the time saved by those using the new tollways will be less than the total time spent sitting in traffic of the far greater numbers of local residents and short-distance commuters (as well as those coming off the tollway).

As a resident of Erskineville with children at school here and in Newtown, the extra traffic being dumped into our quiet residential area is of great concern. My son, who will be travelling by bus to high school in Leichhardt, is likely to find the trip takes a very long time with all the extra traffic pouring onto King Street, and who knows what will await him along the way with the scandals surrounding the Leichhardt dive sites.

The EIS traffic analysis does not provide results of traffic modelling of any local roads including Erskineville Rd, King St or Enmore Rd. The EIS for the New M5 predicted that 60,000 vehicles extra a day will pour down the widened Euston Rd. These vehicles would either be heading further East, into the CBD or across via Erskineville and other roads to other parts of the Inner West including King Street. Only a small proportion of these vehicles would choose to use a tunnel to Haberfield or Rozelle. The obvious route for city bound traffic to take would be straight down King street from the interchange or else dodging through the back streets of Erskineville/Alexandria.

Traffic congestion will worsen as a result of WestConnex which will impact on the health of residents, especially those living within 50 metres of roads and unfiltered exhaust stacks. Hundreds of people live in units along Euston, Sydney Park, Mitchell and Erskineville Rds. and King Street. Erskineville School and Newtown School are both close to roads. There is also no modelling of Enmore or Edgeware Rd. both of which will be impacted by increased traffic congestion. Campbell street has been widened and many homes lost, only to turn back into a narrow single lane road on the other side of the railway bridge when it becomes Edgeware road. Does this mean that all the homes along Edgeware will be taken in the future?

When EIS consultants at public exhibition events were asked why there was no modelling beyond the corner of Maddox Street and Euston Rd, they told residents that this was mandated by RMS. It is obvious that modelling needs to be done over a larger area to measure the impacts of traffic pouring out of the interchange. The reasons for RMS drawing the traffic analysis boundaries so narrowly should be made transparent.

There has been no evaluation of the potential impacts of tunnelling on hundreds of old buildings including valuable and treasured heritage ones.

The documentation of the heritage in Newtown is inadequate. The promise that repairs would be done if damage occurs during tunnelling does not impress or satisfy communities along the tunnel route.

#### No Consultation

Residents in the eastern part of Newtown were not notified of the SMC's intention to tunnel under Newtown School and surrounding buildings during the concept design phase. To this day they have never been notified that they could be impacted by WestConnex Stage 3. This is a failure of 'meaningful consultation' which is a requirements of the SEARS for this EIS. My daughter is at Newtown High, and yet nothing has been said to the school.

#### Clearways in King Street

The NSW Planning assessment decision for the New M5 stated that the NSW government was committed to having no clearways on King Street, other than the current weekday peak hour ones. Shortly after this EIS was released, the RMS announced that they would be moving towards clearways in King Street, Newtown during the weekend. This countermanded a promise made by the ex- Minister for Roads Duncan Gay in 2015 and the commitment to in the earlier New M5 EIS decision.

Residents and business owners know that clearways would kill King Street. After the community expressed its anger, the Minister for Roads Melinda Pavey and the Shadow Minister for Infrastructure Anthony Albanese announced that there would be no clearways. These political shifts would seem to be more designed to assuage public opinion rather than to present an honest assessment of what the impact of increased traffic flowing from the St Peters Interchange will be on King Street and on surrounding roads.

Unless WestConnex including Stage 3 is stopped, the thriving precinct of King Street Newtown will be vulnerable to clearways.

We do not need more fast moving cars on a street that is a living community with schools and cafes.

We need transport policy that reduces traffic congestion not encourages it. Public transport, not more tollways, would be a far better option.

[REDACTED]  
Submission: Online Submission from Arwen Sutton (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227475](https://majorprojects.accelo.com/?action=view_activity&id=227475)

Submission for Job: #7485 WestConnex M4-M5 Link

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Site: #3247 M4-M5 Link

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

**Arwen Sutton**

**arwensutton@gmail.com**

**25 Burren St**

**Erskineville NSW 2043 Australia**

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

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

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

Global experience of major toll roads demonstrates that these projects are enormously expensive and counter-productive. WestConnex will increase air pollution and global warming and encourage more car use, quickly filling the increased road capacity. It is not a sustainable solution to Sydney's congestion problem. The negative impacts on the health and well-being of local community's both in the construction and operation phases are unacceptable.

The fact that the State Government released this EIS just 2 weeks after submissions closed for comment on the M4-M5 Link Concept Design, undermines community confidence that this is a genuine consultation process.

The impending sale of over 51% of WestConnex means that the government will transfer the whole of WestConnex and the construction of M4-M5 Link project completely into the hands of a private company which will not give adequate protections to the community.

In particular I object to the M4-M5 Link because:

- 1) it will induce more traffic into the Inner West with increases in congestion on already highly congested major roads and increased congestion on local roads as commuters avoid the expensive tolls.
- 2) it will increase the negative health impacts by increasing toxic fine particle pollution especially in the vicinity of the unfiltered ventilation stacks which are located near schools and homes.
- 3) it will destroy the Rozelle to Balmain rail corridor thus removing the option for a rail link to the Balmain peninsula and the White Bay precinct.
- 4) it will impose significant and unsustainable tolls on western Sydney communities who will not have adequate public transport alternatives.
- 5) it will lead to the imposition of more clearways on high streets in the inner west which will destroy businesses and community amenity.
- 6) it will potentially damage significant aboriginal and non aboriginal heritage in the inner west.

Extra comments

This project is an unfathomable and unconscionable disaster which can only be explained terms of private profit. Billions of dollars wasted; commuters paying thousands extra to get stuck in traffic jams a few km closer to the cbd than presently.

Local journeys become impossible, toxic exhaust fumes belch over homes, schools and parks. I object to this project's wholesale destruction of Sydney.

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,

Arwen Sutton

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Friday, 13 October 2017 5:08:00 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]  
[REDACTED]  
[REDACTED]

Content:

I'm writing with concerns about the non filtered exhaust stacks. I know reports say they do not make much difference but it would be better to spend the extra money to build these stacks filtered with the amount of children in the area even if the benefits are small.

Secondly can you slow down cars or stop trucks that will try to come off Victoria rd and head up Quirk st as a rat run. We already have problems with cars flying up the street and I have outlined this to council with no response . We have a lot of kids on this street and also a daycare centre. Cars use this as a dangerous route now , would like to submit that this could get worse without safety measures like speed humps for example.

Thanks

IP Address: [REDACTED]  
 Submission: Online Submission from [REDACTED] (comments)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227469](https://majorprojects.accelo.com/?action=view_activity&id=227469)

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

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



**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 07:29:41 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Ray James of PLS Trading Pty Ltd (object)  
**Attachments:** 227480\_SSI 16\_7485 OBJECTION\_2017Oct13\_1824.pdf

**From:** system@acelo.com On Behalf Of Ray James  
**Sent:** Friday, 13 October 2017 6:25:09 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Ray James of PLS Trading Pty Ltd (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Ray James

[REDACTED]

[REDACTED]

ROZELLE, NSW  
2039

Content:

(I have also attached this submission for the benefit of ensuring my submission is read and counted. Thank you.)

13 October 2017

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

To Whom it may Concern:

REF: OBJECTION TO WESTCONNEX M4/M5 LINK EIS PROJECT NUMBER SSI 16\_7485

I'm a resident of Rozelle, living within 200m of the proposed M4-M5 Link. I write to express my strong objection to the WestConnex M4-M5 Link EIS for the following reasons:

MY OBJECTIONS:

\* I oppose years of 24/7 construction; of a tunnel entrance/exit on Victoria Road approximately 100m from Rozelle Public School and Preschool (the School) and 200m from our home.

\* The plan proposes four unfiltered tunnel exhaust ventilation stacks; two of which (200m & 600m away) will shower unfiltered emissions over our homes, restaurants and school during the day and while we sleep. I'm concerned about our inevitable long term and ongoing health deterioration, due to our proximity to the site/s.

- \* I'm concerned about the amount of construction noise and vibration from trucks and tunnelling for 24 hours a day, 7 days a week for a period of months or years which will prevent a healthy home environment to work, study and relax in.
- \* The project using all or part of King George Park and Oval as a construction site. This is my outdoor gym space, where I work out three days a week to relieve stress and anxiety. I do not want to be inhibited by noise, diesel exhausts, dust and debris during my recreational time.
- \* I'm concerned about the soil and waterways and how they will be affected during excavation and construction. What data do you have available for the public regarding procedure (?).
- \* How do you plan to safeguard the surrounding community against toxic loads demolition and excavation? Residents of Haberfield and surrounding areas were exposed to asbestos and other hazardous debris.
- \* I read an Environmental Impact Statement for Stage 3 and it admits that the traffic and emissions around Rozelle and Drummoyne will be worse when both stages are completed. Victoria Road at Rozelle is already listed as one of the most hazardous. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a known carcinogen. And you're planning on collecting those emissions and projecting them all into the air above our homes (?).
- \* I'm concerned that you want to place another 3-4 similarly unfiltered larger smokestacks at the Rozelle Goods Yard and build a park underneath and next to them. Does that comply with Australian Parks and Recreational safety standards?
- \* Peter Jones, Project Manager of the M4-M5 Link and Rozelle Interchange and Andrew Mattes of RMS have both said they can move the stacks wherever they want. Why can't the Terry Street stack next to Rozelle Public be moved to the Rozelle Goods Yard? This proposal has been backed by Jones, and has the potential to improve the forecasted damaging impact on children's health, happiness and education.
- \* I'm disappointed that the SMC has not provided adequate information to supply more detailed feedback and objections and then they cancelled all meetings with no notice or reason given with parents of Rozelle Public.
- \* My wife uses the public transport system to attend her job. SMC provides no assurances that current bus routes and stops on Victoria Road will be preserved, and uninhibited throughout the years of construction and beyond.

#### SUMMARY:

- \* My wife and I moved into the area in order to start a family. Under the current proposals we are deeply concerned about the future of our health, but more importantly, the future of our yet-unborn children. If construction were to commence under the current proposals, we may have to forfeit the decision to have a family, or put us all at great risk.
- \* In conjunction with starting a family, we purchased our home in order to secure a future for ourselves and our children in a safe, convenient and healthy environment. Under the current proposals we are deeply concerned about the future of our investment; that our investment will be devalued during and after construction. If construction were to commence under the current proposals, we may have to forfeit our most valued asset - our home, and therefore any prospects we may have had for our family's future.

#### REQUESTS:

- \* For air quality monitoring to be independently conducted and audited at the school before, during and after construction.
- \* The ventilation shaft at Terry Street to be filtered for PM2.5, and/or moved to a safer distance away from the school to the Rozelle Goods Yard.
- \* Limitations to be placed on the construction hours - especially above ground - to business hours only.

I ask that the Secretary of NSW Planning to advise the Minister to reject this EIS, and provide a written a response to each of the issues/fears I have raised above.

Regards

RAY JAMES



Submission: Online Submission from Ray James of PLS Trading Pty Ltd (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227480](https://majorprojects.accelo.com/?action=view_activity&id=227480)

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

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

13 October 2017

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

To Whom It May Concern:

**Ref: OBJECTION TO WESTCONNEX M4/M5 LINK EIS Project Number SSI 16\_7485**

As a resident of Rozelle, living within 200m of the proposed M4-M5 Link, I write to express my strong objection to the WestConnex M4-M5 Link EIS for the following reasons:

**SPECIFIC ISSUES:**

1. Years of 24/7 construction of a tunnel entrance/exit on Victoria Road approximately 100m from Rozelle Public School and Preschool (the School) and 200m from our home.
2. The plan proposes four unfiltered tunnel exhaust ventilation stacks; two of which (200m & 600m away) will shower unfiltered emissions over our homes, restaurants and school during the day and while we sleep. I'm concerned about our inevitable long term and ongoing health deterioration, due to our proximity to the site/s.
3. I'm concerned about the amount of construction noise and vibration from trucks and tunnelling for 24 hours a day, 7 days a week for a period of months or years which will prevent a healthy home environment to work, study and relax in.
4. The project using all or part of King George Park and Oval as a construction site. This is my outdoor gym space, where I work out three days a week to relieve stress and anxiety. I do not want to be inhibited by noise, diesel exhausts, dust and debris during my recreational time.
5. I'm concerned about the soil and waterways and how they will be affected during excavation and construction. What data do you have available for the public regarding procedure (?).
6. How do you plan to safeguard the surrounding community against toxic loads demolition and excavation? Residents of Haberfield and surrounding areas were exposed to asbestos and other hazardous debris.
7. I read an Environmental Impact Statement for Stage 3 and it admits that the traffic and emissions around Rozelle and Drummoyne will be worse when both stages are completed. Victoria Road at Rozelle is already listed as one of the most hazardous. Car emissions are known to shorten the lives of those who live within half a kilometre of a busy roadway. Diesel exhaust from trucks is classed as a known carcinogen. And you're planning on collecting those emissions and projecting them all into the air above our homes (?).
8. I'm concerned that you want to place another 3-4 similarly unfiltered larger smokestacks at the Rozelle Goods Yard and build a park underneath and next to them. Does that comply with Australian Parks and Recreational safety standards?

9. Peter Jones, Project Manager of the M4-M5 Link and Rozelle Interchange and Andrew Mattes of RMS have both said they can move the stacks wherever they want. Why can't the Terry Street stack next to Rozelle Public be moved to the Rozelle Goods Yard? This proposal has been backed by Jones, and has the potential to improve the forecasted damaging impact on children's health, happiness and education.
10. I'm disappointed that the SMC has not provided adequate information to supply more detailed feedback and objections and then they cancelled all meetings with no notice or reason given with parents of Rozelle Public.
11. My wife uses the public transport system to attend her job. SMC provides no assurances that current bus routes and stops on Victoria Road will be preserved, and uninhibited throughout the years of construction and beyond.

#### **SUMMARY:**

12. My wife and I moved into the area in order to start a family. Under the current proposals we are deeply concerned about the future of our health, but more importantly, the future of our yet-unborn children. If construction were to commence under the current proposals, we may have to forfeit the decision to have a family.
13. In conjunction with starting a family, we purchased our home in order to secure a future for ourselves and our children in a safe, convenient and healthy environment. Under the current proposals we are deeply concerned about the future of our investment; that our investment will be devalued during and after construction. If construction were to commence under the current proposals, we may have to forfeit our most valued asset – our home.

#### **REQUESTS:**

1. For air quality monitoring to be independently conducted and audited at the school before, during and after construction.
2. The ventilation shaft at Terry Street to be filtered for PM2.5, and/or moved to a safer distance away from the school to the Rozelle Goods Yard.
3. Limitations to be placed on construction hours - especially above ground - to business hours only.

I ask that the Secretary of NSW Planning to advise the Minister to reject this EIS, and provide a written a response to each of the issues/fears I have raised above.

Regards

RAY JAMES

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

**From:** system@acelo.com On Behalf Of [REDACTED]  
**Sent:** Friday, 13 October 2017 5:08:57 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]  
[REDACTED]  
[REDACTED]

Content:

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

# SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS- AND SPECIFICALLY THE WESTCONNEX 'ROZELLE BAY INTERCHANGE"

To even develop plans to this level is unconscionable. The Anzac Bridge isn't capable of effectively carrying the extra traffic that the WestConnex will generate in this area. The bridge was not designed for the volume of traffic that WestConnex will generate. That I know from working with the organisation that designed and constructed the Anzac Bridge at the time.

The suggestion of annexing Buruwan Park as part of the roads project (cnr The Crescent and Railway Pde) will remove what is a green corridor that stretches from Rozelle Bay along Whites Creek. It boasts advanced trees and a public space and pedestrian pathway and wheelchair and bike accessible thoroughfare.

It bounds the shores of White Creek, which, if mishandled at this sensitive confluence with the bay could cause flooding further up stream in the residential areas.

Construction on the banks of White Creek will most likely have indigenous heritage implications. Any local who has dug a hole to plant a tree on the banks of White Creek invariably encounters long buried shells. A construction effort of that magnitude could run the risk of inappropriately unearthing culturally significant aboriginal middens - or more.

The site is on a bedrock of sandstone. Any suggested drilling and excavation will generate clouds of dust and reverberate and vibrate through that housing that is build on that bedrock along the corridor

Building the suggested 3 x 35 metre high exhausts stacks for ventilating the proposed traffic tunnels is an environmental assault on the health of the surrounding residents. This is unfiltered, toxic pollutants (carbon monoxide, nitrogen dioxides, benzene, sulphide, particulates, lead and the list goes on) being sent into the air around the densely populated (and soon to be more densely populated) areas around the bay. The green corridor from Buruwan Park along Railway Parade lies in a valley which will become an (un)natural tunnel that the poisonous emissions will follow as it envelops the locality in its toxic shroud. It is an unmitigated health risk and an affront to peoples' quality of life and life expectancy. The World Health Organisation tabled its misgivings about any acceptable level of air quality reduction in its Global update of 2005 - yet 12 years later, WestConnex later turns a blind eye to an international warning and is prepared to sentence inner west residents to an atmosphere of lethal poison.

The planned WestConnex Rozelle Bay Interchange is ill-conceived and flawed in its planning, research, community consultation and vision. It puts the fragility of real people...real families and real lives at unnecessary risk. These are real humans and real communities, not computer modelled statistical population centres based on inaccurate, incorrect and imagined statistics and outcomes. It just DOESN'T add up. It is wrong.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227471](https://majorprojects.accelo.com/?action=view_activity&id=227471)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 09:07:24 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Simon Lumsden (object)  
**Attachments:** 227482\_EIS Westoconnex objection Lumsden Oct 2017-signed\_2017Oct13\_2006.pdf

**From:** system@accelo.com On Behalf Of Simon Lumsden  
**Sent:** Friday, 13 October 2017 8:07:07 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Simon Lumsden (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Simon Lumsden  
[REDACTED]  
[REDACTED]  
[REDACTED]

Rozelle, NSW  
2039

Content:  
See attached file

[REDACTED]  
Submission: Online Submission from Simon Lumsden (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227482](https://majorprojects.accelo.com/?action=view_activity&id=227482)

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

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

WestConnex M4/M5 EIS, Project Number SSI 16\_7485.

**Objection:** Westconnex M4/M5 link EIS.

October 14, 2017

Dear Sir or Madam,

I strongly object to this proposal and ask that the entire project be abolished and that the government devote the resources that would otherwise have been spent on this project to improving Sydney's public transport system.

I request that the **'preferred instruction report' be made public and be open to public comment before any determination by the minister.**

My reasons for objection are detailed below.

Public Transport should be prioritised over Tollroads and Freeways.

My primary grounds for objection is that the proposed toll road is not a solution to Sydney's transport needs. The primary means by which a modern city should encourage its citizens to travel throughout the city should be public transport. Encouraging public transport use by improving access, coverage and efficiency of public transport is the best way to reduce congestion and to improve the quality of life and access to the city for all residents.

A comprehensive economic analysis should be undertaken comparing this project with investment in public transport.

Dive site at Darley Rd, Leichhardt.

The site is severely constrained. Darley Road is an important thoroughfare for the residents of the inner west to access and cross the City West Link and for Victoria Rd traffic to access the suburbs adjacent to Parramatta Rd between Glebe and Haberfield.

The night work that will be required to ensure the proper functionality of this site will create unacceptable impacts on residents. Night work on major projects such as Westconnex should not be permitted in residential areas.

Noise and Air Quality.

The EIS acknowledges air quality will deteriorate in parts of the inner west. Currently the proposal does not include filtration of the stacks. Any infrastructure that is likely to reduce air quality is unacceptable because of the health risks associated with pollution.

Increase in bus travel times

According to the EIS buses travelling to and from the CBD will be slower. Any infrastructure of this type should ensure that public transport use is encouraged — increased bus travel times will discourage bus use.

### Loss of Rail Corridor

The construction of the park in the Rozelle Goods Yards will sever existing rail corridors, which could in the near future service the Bays Precinct and Balmain, linking both with the broader Sydney Train network. The loss of any rail corridor is unacceptable since it prevents any future development of these corridors for genuine public benefit.

### Increased congestion

According to the EIS traffic on ANZAC Bridge will increase by 2023. This is likely to be a conservative estimate as this bridge is almost at capacity in morning and afternoon periods already.

### Use of clearways to improve travel times

Any attempt to improve travel times by introducing clearways on roads is unacceptable. The increased use of clearways damages the community by the noise they generate and the impact these clearways have on small businesses. The use of clearways to increase travel times is only achieved by damaging existing retail precincts.

### Train to Airport as alternative to project.

The current levy on the airport train line is a disincentive for use. Removing this levy and improving the frequency and reliability of the service could lead to substantial increase in uptake of this train and is likely to reduce congestion. Traffic on the main thoroughfares to the airport is already severely congested. The routes from St Peters to the airport will be even more congested with the current proposal, which does not connect residents of the west to the airport directly. People wanting to go to the airport from the west will still have to use existing, already congested roads, from St Peters to the airport.

### Reduced connectivity of Rozelle to Glebe

The proposal will see substantial increase in traffic on the Crescent and along the City West link. This is the primary way in which people travel from Victoria Road to Glebe, Chippendale and the University of Sydney. Increased congestion on the Crescent is likely to lead to greatly increased travel times along the Crescent and this will reduce the connection between the neighbouring suburbs or Rozelle and Glebe.

I ask the Director of NSW Planning to advise the Minister to reject this EIS.

Kind Regards



Simon Lumsden  
9 Manning St  
Rozelle 2039  
02 9555 9976  
s.lumsden@unsw.edu.au

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 11:05:32 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Tony Perera (object)

**From:** system@acelo.com On Behalf Of Tony Perera  
**Sent:** Friday, 13 October 2017 5:01:59 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Tony Perera (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Tony Perera  
 [REDACTED]  
 [REDACTED]

Rozelle, NSW  
 2039

Content:  
 Westconnex Extension to Iron Cove

I object to Stage three EIS Because:

This ill thought through extension is going to add to the bottlenecks that already exist on the Victoria Road between the Iron Cove Bridge and Gladesville Bridge. In other words it is going to make a bad situation worse.

There is a real problem in fitting in the 40 metre unfiltered exhaust stack between the Rozelle Public School and the end of the tunnel before the Iron Cove Bridge. The lack of a sensible solution to this problem is likely to result in the stack being placed in the middle of a residential area. And why these stacks are unfiltered is a mystery.

The impact on the Balmain Peninsular during works will be horrendous.

- The environmental impact on local residents, schools and day care facilities, medical facilities, shops and services will be appalling, with noise and pollution during the work.
- There are only two or three right turns from the Peninsular into Victoria Road and Public transport will be badly affected..

What little private housing is left on the Victoria Road in Rozelle will be destroyed.

Westconnex will bring dis-benefits to local residents, shops and businesses without offering any advantages.

It is very difficult to tell from the released information exactly how entrance and exit from Terry St and Wellington St into Victoria Road will be achieved.

  
Submission: Online Submission from Tony Perera (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227465](https://majorprojects.accelo.com/?action=view_activity&id=227465)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Saturday, 14 October 2017 6:04:18 AM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:  
[REDACTED]  
[REDACTED]

Content:

I am a parent concerned about the welfare of the children attending Rozelle public school which is very close to the construction area.

I want to ask that plans are made to monitor the air quality at the school before, during and after construction.

Also I want to ask that the ventilation shaft at Terry Street be filtered for PM2.5.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (comments)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227491](https://majorprojects.accelo.com/?action=view_activity&id=227491)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 23:04:00 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Geoff Morrow (object)

**From:** system@acelo.com On Behalf Of Geoff Morrow  
**Sent:** Saturday, 14 October 2017 10:03:05 AM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Geoff Morrow (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Geoff Morrow  
 [REDACTED]  
 [REDACTED]

HABERFIELD, NSW  
 2045

**Content:**

I am a parent a child attending Haberfield Public School.

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

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 includes temporary closures of one lane of Alt Street and Bland Street to establish construction vehicle access, which is unacceptable from a traffic impact and safety perspective given these streets are the main southern access routes to and from the school;

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 proposed heavy vehicle ingress point to the Parramatta Road West site is located approximately 10m from the intersection of Bland Street and Parramatta Road which is used by a large number of students and parents in their commute to and from the school;

The construction site layouts and access arrangements are conceptual only, with the final design still to be confirmed. This uncertainty creates significant anxiety for the local community as the precise impacts of the proposal are not clear, have not been properly assessed and the future process does not allow for community input;

The above impacts are noted in the EIS as being 'temporary' however are not short in duration and are predicted to last for approximately five years - for hundreds of children, this means their entire primary school years will continue to be impacted by the WestConnex works; and

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

Furthermore, community consultation has been poor with insufficient distribution of notices about information sessions and the EIS submission period occurring over the school holiday period.

I also 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.

Submission: Online Submission from Geoff Morrow (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227495](https://majorprojects.accelo.com/?action=view_activity&id=227495)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

**From:** [REDACTED]  
**Sent:** Fri, 13 Oct 2017 23:55:17 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Siok Tan (object)

**From:** system@accelo.com On Behalf Of Siok Tan  
**Sent:** Saturday, 14 October 2017 10:55:05 AM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Siok Tan (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Siok Tan

[REDACTED]

[REDACTED]

Rozelle, NSW  
 2039

Content:  
 Application No: SSI 16\_7485

1. Do NOT build the smoke stack next to the Rozelle Public School! Think about the 1000+ children and school community!
2. Filter the smoke stacks.
3. Ensure air monitoring quality to be monitored at school before, during and after construction
4. Monitoring by independent body and with parents involvement (to ensure transparency and accountability)
5. Look at public transport as The alternative
6. Transport modelling is INACCURATE and so is air pollution reading which is modelled on traffic

Submission: Online Submission from Siok Tan (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227499](https://majorprojects.accelo.com/?action=view_activity&id=227499)

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

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

**From:** [REDACTED]  
**Sent:** Sat, 14 Oct 2017 00:11:25 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Philip Bull of 1967 (object)  
**Attachments:** 227501\_Westconex EIS submission M4-M5 link\_P Bull \_2017Oct14\_1110.pdf

**From:** system@acelo.com On Behalf Of Philip Bull  
**Sent:** Saturday, 14 October 2017 11:11:11 AM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Philip Bull of 1967 (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Philip Bull

[REDACTED]

[REDACTED]

Marrickville, NSW  
2204

Content:

I object to this sinister road and want the money spent on public transport - submission attached.

Submission: Online Submission from Philip Bull of 1967 (object)  
[https://majorprojects.acelo.com/?action=view\\_activity&id=227501](https://majorprojects.acelo.com/?action=view_activity&id=227501)

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

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

Philip Bull  
6 Woodcourt Street  
Marrickville 2204  
Ph 9518 1239  
[Philip.bull@optusnet.com.au](mailto:Philip.bull@optusnet.com.au)

14 October 2017

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

[majorprojects.planning.nsw.gov.au](http://majorprojects.planning.nsw.gov.au)

To Whom It May Concern

**Re Westconnex M4-M5 Link Environmental Impact Statement**

I live in the inner west, my children, friends and family live in the inner west, I own investment property in the inner west and I work in the inner west. My objections to this project are provided below.

**A poorly thought out project**

I strongly object to the Westconnex project. This project has been developed with little regard to transport alternatives and its business case.

**A poor transport and land use outcome for Sydney**

Sydney has experience of many failed urban road projects, such as the Cross City and the Lane Cove tunnels. These projects failed because roads are rarely the right transport solution for an urban area. Roads can be the solution in outer suburban and regional areas, where population densities do not allow for public transport solutions. However, in urban areas roads are rarely the best transport solution. My view is that the Westconnex project fundamentally misinterprets Sydney's transport problem and needs. Westconnex is about moving cars and trucks around the City, when the real need in Sydney is about moving people and freight around. I strongly believe freight movement from the port and airport should be focused on augmentation of existing rail, modest and rationed use of heavy vehicles and a gradual movement of freight traffic to the Badgery's Creek Airport and more reliance on regional ports. People movement should be focused on improved public transport, better costing of road use and a focus on building new public transport infrastructure. Sydney also has plenty of roads and congestion is not a bad thing in a city if it forces people to consider walking, cycling or public transport.

I am also concerned that urban roads are dispersers of people and activity. No one wants to build medium density housing next to a motorway; whereas, public transport naturally attracts development and all the economic benefits that go with it. The type of cities that make money and are good places to live are urban, dense and transit orientated. I am very concerned that motorways, like Westconnex, are globally disadvantaging Sydney.

For example, one of the great justifications for the Westconnex project is that it will help the people of western Sydney access better jobs in the inner city; I find that laughable. The idea of a large workforce driving into central Sydney from the

western suburbs is surely an idea that belongs in the 1950/60s. These ideas did not work then, have been discredited, and will not work now.

**It's too expensive and its financing is flawed.**

Following on from my general concern that Westconnex is just the wrong solution to Sydney's transport problems, I also strongly object to this proposal on the grounds of its expense. To add insult to injury, it's the wrong solution and a very expensive one that will impact on infrastructure budgets for decades. Money and demand for transit needs to be available for public transport to be viable. Westconnex takes both finances and transport demand away from metropolitan Sydney.

The M4-M5 Link is also a particularly sinister part of this project as it appears to expose the financial model of Westconnex. I am now becoming aware, as is much of the community, that Westconnex is something of a road based Ponzi scheme. The road is being sold off in segments to fund the next bit. The warped logic is that there always needs to be a next bit. I understand the next bit for this road is another harbor tunnel and then more roads to the north shore. Surely the absurdity of this is apparent. This scheme and its financing model entrenches congestion and vehicle dependence and all the problems that go with such an approach as a financial need for the state. This practice needs to be stopped.

**Unreasonable local impacts**

I am sure many others will raise the impacts of how the Westconnex project requires the resumption of their house or cuts in half their local parks etc. I support those concerns.

The immediate localities around these new roads will be blighted land. Unlike projects like the Inner West Light Rail that promotes great feeling and looking communities; roads shatter communities. Large road projects are anti-urban and destructive to our inner-city spaces.

**Health Concerns**

I also strongly object to the lack of filtering of exhaust stacks and the demonstrated health harms (e.g. respiratory illness and community dislocation) that large urban roads wreck on communities.

**Probity/process concerns**

On a procedural level the whole project's planning has been a sham. Builders appointed before approvals issued, no real discussion of alternatives and the business case and no real consultation. I will be voting at local, State and Federal elections accordingly to any parties that oppose this road.

I request that the Westconnex project be discontinued and the money set-aside for investment in public transport projects.

Please consider this submission to the Westconnex M4-M5 Link EIS.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'Philip Bull', written in a cursive, slightly slanted style.

**Philip Bull**

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Saturday, 14 October 2017 12:50:06 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

[REDACTED]

Content:

To the Department of Planning

I write with concern about the proposed WestConnex M4-M5 project. I have read the sections of the environmental reports on air quality, and health impacts. It appears the introduction of the tunnel will not improve the current levels of volatile organic compounds, and polycyclic aromatic hydrocarbon emissions. An assessment of the impact of ultrafine particles was not conducted. I object to this project going ahead and do not want my community, and my family who live in Rozelle and Marrickville affected by the development noise, dust and vibration during construction, or unfiltered emission stacks so close to our homes. This project is not the answer to the ever growing traffic and pollution in Sydney and does not focus on reducing car use or developing better and increasing use of public transport..

IP Address: cpmon.mq.edu.au - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227509](https://majorprojects.accelo.com/?action=view_activity&id=227509)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Saturday, 14 October 2017 12:52:04 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

[REDACTED]

Content:

With 2 school aged children at Rozelle Public I extremely concerned and disappointed at the disregard for the children's health and safety - both during the proposed construction and afterwards with the nearby smokestack. I would like to see:

- air quality monitoring pre, during and post construction with actions taken when the air becomes unsafe
- the air stack proposed for Terry St to be moved a safer distance from the school and filtered for PM2.5
- truck management plans for the construction period. (Already this year 2 children have been struck by cars on approach to the school.)
- Measures to be taken to protect the school community from dust, noise, pollution and vibration.

It is unsafe and unreasonable to progress with current plans to put 600+ children at health and safety risk.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227511](https://majorprojects.accelo.com/?action=view_activity&id=227511)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

**From:** [REDACTED]  
**Sent:** Sat, 14 Oct 2017 03:07:42 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Janet Millar of Ms (object)  
**Attachments:** 227519\_Submission re WestConnex\_Janet Millar\_14 Oct 2017\_2017Oct14\_1406.pdf

**From:** system@accelo.com On Behalf Of Janet Millar  
**Sent:** Saturday, 14 October 2017 2:07:17 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Janet Millar of Ms (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Janet Millar  
[REDACTED]  
[REDACTED]  
[REDACTED]

Rozelle, NSW  
2039

Content:  
My submission is uploaded as a PDF.

[REDACTED]  
Submission: Online Submission from Janet Millar of Ms (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227519](https://majorprojects.accelo.com/?action=view_activity&id=227519)

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

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

Submission from:

Name: Janet Elizabeth Millar

Signature: 

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

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

Address: 1/43 Springside Street, Rozelle, NSW 2039

**Attention:** Director

Infrastructure Projects, Planning Services  
Department of Planning and Environment  
Application number SSI 7485  
GPO Box 39 Sydney NSW 2001

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 strongly object to the whole WestConnex project, especially Stage 3, the subject of this EIS.

I object to this project because despite costing billions of dollars (and likely to continue to rise), the M4–M5 tunnel will not solve the problem of traffic congestion in Sydney. In fact, it is likely to make it worse—not just on main roads such as Anzac Bridge, but also on minor suburban roads as drivers adopt rat runs to avoid tollways.

I agree with the City of Sydney that this EIS is based on the fallacy that the M4 and M5 need linking when they are already linked by the M7, A6 and A3.

The proposed link between the two motorways duplicates the A3, a national road which may need an upgrade but does not appear to need duplication many kilometres further east. The eastern link between the M4 and M5 doesn't offer any obvious benefits to drivers from western Sydney.

The original purpose of the WestConnex project was to improve and extend the M4 motorway and to connect the M5 to Port Botany and to Sydney Airport. Improving the road system for trucking freight was supposed to be the principal purpose. None of the three stages goes to Port Botany or to the airport.

While we are told repeatedly that WestConnex will benefit the people of Western Sydney, the reality is that drivers from western Sydney will generate ever increasing revenue for the private investors in the operators of roads. The people of western Sydney, who generally can least afford it, will be out of pocket by thousands of dollars a year.

My specific objections are below:

### **Pollution stacks and health effects**

The three pollution stacks in the Rozelle Rail yards will be 38 meters high. Because the Rozelle Rail yards are in a valley (3.5 metres above sea level), this means that the total height of the stacks above sea level will be 41.5 metres. This is very close to the level of many nearby suburban locations, including local schools. For example:

- The average elevation above sea level of Balmain Road (between Wharf Rd and Victoria Road) is 37 metres.
- Orange Grove Primary School is at an elevation of 33.4 metres.
- Areas of Hornsey Rd Rozelle are at 28 metres.
- The area near the junction of Annandale and Weynton streets in Annandale has an elevation of 29 metres.

As a result, the pollution emitted from these stacks will be at approximately the same level as these locations, and so will be blowing almost directly into these properties, especially in summer when many windows are open. This is completely unacceptable. When there is no wind, the pollution will accumulate in this valley area and make the surrounding area highly polluted.

Similarly, the pollution stack proposed for the Iron Cove works will propel pollution directly into Rozelle Primary School, especially when the prevailing westerly blows.

Motor vehicles account for 14 per cent of particulate pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Particulate matter is linked with asthma, lung disease, cancer and stroke.

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area.

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.

Professor Paul Torzillo, Head of Respiratory medicine at Royal Prince Alfred Hospital has stated that heart disease will increase due to air pollution caused by WestConnex bringing more cars into the Inner West (*Inner West Courier* 23 May 2017).

### **Projected traffic levels**

I object to this project because despite costing billions of dollars, the M4–M5 tunnel will not significantly solve the problem of traffic congestion in Sydney. In fact, it is likely to make it worse.

One of the main problems is inadequate consideration of 'induced demand', whereby, to quote the EIS: "Even with no growth in regional population and/or

economic activity, a new or substantially upgraded road has the potential to induce changes in travel patterns, which appear as induced traffic demand".

This is the main reason that new roads eventually become clogged. When congestion is eased by a new road, people will take more trips, and this will increase until the congestion becomes the same as, or greater than, it was before the road was built.

However, the modelling used for the M4–M5 link assumes this effect will increase traffic loads by only 0.3%. This is completely counter to the experience of major road building in every country around the world.

This unbelievable understatement attempts to disguise the fact that vehicle use is likely to be far higher than projected. Presumably by 2033 the roads will be at full capacity, which could mean an extra 200,000 vehicles per day in the M4–M5 tunnel, or double the prediction in the EIS.

Projected daily traffic on Anzac Bridge is likely to increase by 60%—this is on top of the 70,000 eastbound and 64,000 westbound (as of 2012) cars every day<sup>1</sup> (obviously, traffic volumes would have already risen substantially in the past five years). Similarly, Sydney City Centre (CBD) will be inundated with more traffic.

### **Disregard of potential public transport**

If these billions of dollars were spent on upgrading public transport, the benefits to Sydneysiders across the city would be profound.

Upgrading and extending the passenger train service alternative for Western Sydney—which is the preferred alternative of commuters travelling to the CBD from Western Sydney—is dismissed with:

"A scoping study to better understand the need, timing and service options for rail investment to support western Sydney and the Western Sydney Airport" [is underway] p.4.18.

Clearly this is too little too late. Such a study should have been completed before any mammoth road construction project was planned, let alone undertaken.

The improvement of the public heavy rail train services by upgrading tracks and the signalling system is not canvassed at all.

With the daily traffic on Anzac Bridge likely to increase by 60 per cent and substantially more traffic in Sydney City Centre (CBD,) **bus transport along these routes will be slower and less reliable.** It is outrageous that a 21st century infrastructure project would actually worsen public transport options.

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<sup>1</sup> <http://www.rms.nsw.gov.au/documents/about/corporatepublications/statistics/nsw-traffic-volumes-2012.pdf>

The discussion admits that the tolls are inequitable. It has been estimated that tolls could be \$14 from Parramatta to the city, a return trip \$28<sup>2</sup>. People on average incomes driving to work will find this burden of daily tolls is unmanageable. They will then inevitably seek alternative routes, through previously quiet suburban streets.

### **Impact on Sydney's heritage**

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

There has never been any proper assessment of the cumulative impacts on heritage of the WestConnex project. The loss of heritage in Concord, Haberfield and St Peters has been on an enormous scale and now the Stage 3 EIS shows that the M4-M5 tunnel would further add to this loss.

I object to the assessment of the removal of buildings, other rail infrastructure and vegetation on the Rozelle Railway Yards being done in advance of this EIS. The RMS environmental assessment process is not publicly accountable. These works were part of the WestConnex project and should have been assessed as part of Stage 3.

I specifically object to the removal of the lighting tower and the Port Authority Building. These items are of considerable local significance and are representative of the operation of the Rozelle Rail Yards in the first part of the 20th century. I do not agree with trashing industrial history when it could be put to good community use.

Easton Park has a long history and is part of an urban environment which is unusual in Sydney. The park needs to be assessed from a visual design point of view. It will be quite a different park when it is dominated by a large ventilation stack. The suggestion that it has been 'saved' needs to be considered in the light of the severe impacts of five years of construction and the reshaped urban environment.

I oppose the removal of further homes of significance in either Haberfield or Ashfield. The level of destruction has already been appalling. Residents were led to expect that there would be no further construction impacts after the completion of the M4 East. The loss of further houses of the community will cause further distress within this community.

### **Impact of construction**

One of the worst aspects of the Social and Economic Impact study is almost no reference is made to the actual experience of the construction during the initial work on the M4 East and the new M5. There is a passing reference to the concept of 'construction fatigue' which will apply to communities that have already endured years of construction impacts and would be expected to endure a further five years.

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<sup>2</sup> <http://www.dailytelegraph.com.au/newslocal/inner-west/state-government-business-case-reveals-increased-traffic-congestion-on-roads-that-are-already-struggling-to-cope/news-story/919c04b66f5ada7572659511bead58fc>

There is barely any explanation of the experiences of those experiencing 'construction fatigue', other than to state that it makes people more sensitive to impacts. I find the term glib and frankly offensive as Haberfield resident Sharon Laura, who spends a lot of time assisting residents who are suffering as a result of construction, explained to [City Hub](#) in August,

*It's offensive and inhumane to describe the impact as 'construction fatigue. Right now in Haberfield there are people who are suicidal, who've been hospitalised, who are taking sleeping pills to deal with noise, health problems are being exacerbated, relationships are being destroyed.*

A number of educational institutions would experience excessive noise including Childcare Explore and Develop, 372 Norton Street, Lilyfield, Billy Kids Learning at 64 Charles St, Lilyfield, Rosebud Cottage Child Care Centre at 5 Quirk Street, Rozelle and Rozelle Public School at 663 Darling St, Rozelle. This could interfere with learning and ability to play outdoors.

NSW Planning should not approve a project that could cause such impacts.

### **Iron Cove Link impacts**

As a resident of Springside Street, I am specifically concerned with the impact of the Iron Cove link.

For the EIS to state that the Iron Cove link section of Stage 3 of WestConnex would facilitate 'future urban renewal opportunities and amenity benefits for properties along Victoria Road, east of Iron Cove Bridge' is unbelievably cynical at best, and malignantly deceptive at worst.

According to the EIS, the Iron Cove Link surface works include:

- Dive structures and tunnel portals between the westbound and eastbound Victoria Road carriageways, to connect Victoria Road east of Iron Cove Bridge with the Iron Cove Link
- 'Realignment' of the westbound (southern) carriageway of Victoria Road between Springside Street and the eastern abutment of Iron Cove Bridge
- 'Modifications' to the existing intersections between Victoria Road and Terry, Clubb, Toelle and Callan streets
- And a motorway operations complex (one of five throughout the inner west), which will contain substations, water treatment plants, ventilation facilities and outlets, offices, on-site storage and parking for employees

None of these equate in my mind to the weasel words 'urban renewal opportunity'.

I understand the project also includes a 'bioretention facility for stormwater runoff within the informal car park at King George Park at Rozelle (adjacent to Manning Street)'.

To accommodate this facility 'a section of the existing informal car park would also be upgraded, including sealing the car park surface and landscaping'. This apparently means that existing car parking spaces for a maximum of 80 cars would be reduced to 30. All nearby streets are 'shared zones', which would mean on

weekends, residents would be constantly fighting for adequate parking outside their own homes.

### **Insufficient detail for approval**

This EIS provides no basis on which to approve such a complex project including the building of interchanges underneath Rozelle and Leichhardt. It would be absurd to approve the building of up to three tunnels under people's homes on the basis of such flimsy information.

I am appalled that the Sydney Motorway Corporation could seek approval to build complex interchanges under the suburbs of Rozelle and Leichhardt on the basis of an EIS that is based on a concept design rather than detailed proposal that includes engineering plans.

It is obvious the NSW government is in a desperate rush to get planning approval for the M4–M5. It has only allowed 60 days for comment yet the M4–M5 project is the most expensive and complicated stage of WestConnex.

Critically, it involves building three layers of underground tunnels under parts of Rozelle. Such tunnelling does not exist anywhere in the world and as yet there are no engineering plans for this complex construction. Approval depends on senior staff in NSW Planning compliantly agreeing to tick off on the EIS, as was done with the New M5 and the M4. This demonstrates a wanton disregard for the safety of the residents of Rozelle and those who will be using the tunnel.

This project should be stopped before it goes any further.

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>JANET MILLAR</u>	
Application Number: SSI 7485	Address: <u>1/43 Springside St</u> <u>Rozelle</u>	Postcode <u>2039</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>	
Please include my personal information when publishing this submission to your website. Declaration: I HAVE NOT made any reportable political donations in the last 2 years		

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

- The EIS states that the risk of ground settlement is lessened where tunnelling is more than 35m (EIS Vol 2B App E p1). Yet 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.
- Given that the modelling for air quality is based on the traffic modelling, which, as shown above, is fundamentally flawed, and given poor air quality has a significant health impact the EIS should not be approved until an independent scientifically qualified reviewer has analysed the stated air quality outcomes and identified any deficits
- Concentrations of some pollutants PM<sub>2.5</sub> and PM<sub>10</sub> are already near the current standard and in excess of proposed standards (p9-81, p9-93). It is critical to note that these particulates are a classified carcinogen and are known to have critical, and at times fatal, consequences if elevated. People living within 500 metres of heavily affected areas have demonstrably shorter lives, much higher incidences of chronic lung conditions and higher levels of cardiovascular diseases.
- I object to the whole WestConnex project and Stage 3, the M4-M5 Link in particular, because I object to paying high tolls to fund a road project that does not benefit Western Sydney.
- The EIS notes that an 'Operational Traffic Performance Review' will be undertaken at 12 months and five years after the M4-M5 Link is open to consider the need for "post-opening mitigation measures" (Page 223, Chapter 9.8, Appendix H). I object to this approach as it is contrary to the requirements of the EIS process and reflects a clear admission on the part of the NSW Government that:
  - ◊ It has no confidence in the traffic modelling process to predict to any reliable extent the likely impacts of the Project;
  - ◊ It is unable or unprepared to describe the true impacts of the Project on the people of NSW;
  - ◊ It has not considered or budgeted for the potentially significant additional roadworks required to address the impacts of the Project (or the need for road upgrades to feed toll-paying drivers to WestConnex.
- The modelling conclusions are internally inconsistent. There is an assumption that traffic would dissipate at the edge of the motorway with no negative impacts on the CBD, Mascot and Alexandria. However there is also an assumption that additional roads would be needed to cope with said traffic.

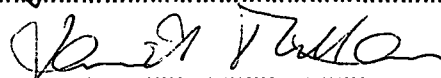
**Attention Director**  
Application Number: SSI 7485

Infrastructure Projects, Planning  
Services,  
Department of Planning and  
Environment  
GPO Box 39, Sydney, NSW, 2001  
Application Name:  
WestConnex M4-M5 Link

Name:

JANET MILLAR

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:

1/43 Springville ST

Suburb:

Rozelle

Postcode

2039

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

⇒ The 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.

⇒ The EIS states the Inner West Interchange would be under 3 suburbs - Lilyfield, Annandale and Leichhardt – so clearly it would cover a very extensive area (see map in EIS Vol 1A Chap 5 Part 1 p11) with drilling and danger of subsidence affecting hundreds of homes.

⇒ Increased traffic on Gardeners Road will require land use planning changes that may decrease the value of land.

⇒ The St Peters and Rozelle interchanges are of particular concern. 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

⇒ Recent 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. Furthermore, the EIS actually concedes that there will be moisture drawdown caused by tunnelling. There is nothing addressing these major concerns in the EIS. This is what residents in Annandale, Leichhardt and Lilyfield are facing and it is totally unacceptable.

⇒ 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.

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

Name: JAMES MILLAR

Signature: [Handwritten Signature]

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

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

Address: 143 Springside St

Suburb: Rozelle Postcode: 2039

Submission to:

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

Attn: Director – Transport  
Assessments

Application Number: SSI 7485

Application Name:  
WestConnex M4-M5 Link

- 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.
- 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.
- 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.
- 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.
- There will be increases of noise in the area of Johnston St where traffic volumes will increase. Residents will be more susceptible to health impacts associated with increased noise. In the EIS it is stated that residents may have to keep their windows closed. They may well experience sleep disturbance and interference of living activities like eating outdoors. However the EIS considers this to be only moderately negative. This is not acceptable.
- 371 homes and hundreds of residences near the Darley Rd construction site will be affected by noise sufficient to cause sleep disturbance. The EIS promises negotiation over mitigation on a one by one basis. This is not acceptable to me. On other projects those with less bargaining power or social networks have been left more exposed. There is no certainty in any case that additional measures would be taken or be effective. This is another unacceptable impact of this project and reason why it should be opposed.
- I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.

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

Name: JANE MILLAR

Signature: [Handwritten Signature]

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

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

Address: 1143 Springside St

Suburb: Rozelle Postcode: 2039

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5  
Link

- The high tolls are set to increase for decades by the CPI or by 4% a year, whichever is higher. When inflation is low and wages are not even keeping up with low inflation this is outrageous. And it is not as if the commuters or workers of western Sydney have a real alternative in public transport. This is just gouging western Sydney road users to make the road attractive to a buyer
- 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.
- The EIS admits that drivers from lower income households are more likely to travel longer distances to avoid tolls because of the cost. So you either pay the high tolls (capped at \$7.95 in 2015 dollars) or you drive for longer to avoid the tolls. We have seen this already where commuters have chose to drive on Parramatta rd not the new M4 with the new tolls. This is unfair.
- Whilst chapters 10 and 12 of Appendix H show mid-block level of service at interfaces with interchanges and points within the tunnels, there is no information about other mid-block points such as the ANZAC Bridge. Part 8.3.3 of the EIS

refers to increases in daily traffic forecasts on the Anzac Bridge/Western Distributor, particularly in the AM peak, as traffic accesses the M4-M5 Link and future forms of traffic or network management are intended. Information about the traffic forecasts for the Anzac Bridge/Western Distributor should be provided.

- The 2023 'cumulative' modelling scenario includes the Sydney Gateway and the western harbour tunnel but neither of these projects are currently committed and it is highly unlikely they will be completed by this date. This raises the question of why did the proponent adopt such a misleading position and how does it affect the impacts stated?
- I object to the way this project is hailed by the Minister for Western Sydney Stuart Ayres for the benefit of western Sydney when hardly any parts of Sydney west of Parramatta are even mentioned in the EIS. This is deliberately misleading. All the reasons for this stage of WestConnex are about linking the new M4 and M5 to the western harbour tunnel and northern beaches tunnel. Or they talk about links to the "Sydney Gateway" to the airport and Port Botany and they are not even part of this project.
- This EIS contains no meaningful design and construction details and no parameters as to how broad changes and therefore impacts could be. It therefore fails to allow the community to be informed about and comment on the project impacts in a meaningful way.

I 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: JANET MILLAR  
 Signature: [Handwritten Signature]

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

Address: 1143 Springside St  
 Suburb: Rozelle Postcode: 2039

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name:  
 WestConnex M4-M5 Link

- ◇ The three Pollution Stacks in the Rozelle Rail yards are shown to be 38 meters high. This is a totally inappropriate location for these Pollution Stacks. The Rozelle Rail Yards are located in a valley. The Stacks will be on land that is approximately 3.5 meters above sea level. Balmain Road between Wharf Rd and Victoria Road is at an elevation of on average 37 meters. Orange Grove Primary School is at an elevation of 33.4 meters. Areas of Hornsey Rd Rozelle are at 28 meters. Around the junction of Annandale St and Weynton St in Annandale the height above sea level is 29 meters. All these areas are in close proximity to these stacks. All the pollution being exhausted from these stacks will almost be on the same level as these locations and so will be blowing almost directly into these properties, especially in summer when many windows are open. This is not acceptable. In situations of no wind the pollution will accumulate in this valley area and make the surrounding area highly polluted. This is not acceptable. There are also at least 4 schools of Primary age children well within one kilometer of these Stacks. Young children are the most vulnerable to pollution related disease.
- ◇ I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unliveable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.
- ◇ There has been no independent consideration of alternatives, in particular of a major expansion of commuter rail transport. The Department should reject this inadequate EIS and have a review of the flawed processes that have already led to massive expenditure on the inadequate option of privatised toll roads. This proposal is out of step with contemporary urban planning.
- ◇ The EIS claims to have saved Blackmore Park and Easton Park due to negative community feedback. I am concerned that this is a false claim and that this site was never really in contention due to other physical factors. I would like NSW Planning to investigate whether this claim is correct to have heeded the community is false or not.
- ◇ EIS social impact study states that "the health and safety of residents should be prioritised around construction areas" – this is merely platitudinous in the light of the choice of Darley Rd the third most dangerous traffic intersection in the Inner West as a construction site.

**From:** [REDACTED]  
**Sent:** Sat, 14 Oct 2017 03:26:21 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for company Dot Au Pty Limited (org\_object)

**From:** system@acelo.com On Behalf Of A Jeremy  
**Sent:** Saturday, 14 October 2017 2:26:05 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for company Dot Au Pty Limited (org\_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: A Jeremy

[REDACTED]

Forest Lodge, NSW  
2037

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

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

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

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

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

We object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a

construction company to build it. This EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed.

We object to this proposal, because 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.

We completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. We are particularly concerned that schools would be near such unfiltered stacks, and we object to this proposal due to these concerns.

We object to this proposal, because as 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.

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

We 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.

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

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

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

We object to this proposal, because we are 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)

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

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

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

There are overlaps in the construction periods of the New M5 and M4 of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is offered for residents for these periods. (Executive Summary xxvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. We object to this proposal, because 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.

We object to the EIS on the grounds that it fails the Secretary's requirement for "meaningful" consultation. Hundreds of residents within the proposed project zone were not even notified of feedback sessions.

Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'.

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

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

[REDACTED]  
Submission: Online Submission from company Dot Au Pty Limited (org\_object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227521](https://majorprojects.accelo.com/?action=view_activity&id=227521)

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

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

**From:** [REDACTED]  
**Sent:** Sat, 14 Oct 2017 03:52:33 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for [REDACTED] (object)

**From:** system@acelo.com On Behalf Of [REDACTED]  
**Sent:** Saturday, 14 October 2017 2:52:08 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for [REDACTED] (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]  
[REDACTED]  
[REDACTED]

Content:

I have lived at my address in Catherine St Leichhardt for the past 35 years. In that time, despite ongoing parking shortage in the street, my family, including grandchildren, have thoroughly enjoyed our inner west life style and the close community within which we live.

I have now attended 2 meetings re the effects of the proposed WestConnex M4-M5 Link on our quality of life and am appalled at the overt cynicism of our state government re the impact this project is going to have upon us!

What was patently clear at these meetings was the total lack of accountability of those representing WestConnex and their obvious inability to answer any questions with any credible detail!

Can they not understand the frustration and anger of residents whose lifestyles and livelihood are being threatened in such a cavalier manner---ALL IN THE NAME OF GREED!!

What the hell happened to the idea of improving PUBLIC TRANSPORT?

Instead we are told that for at least the next 6 years our street, Catherine St, and the surrounding streets, particularly Johnston St and The Crescent, Annandale, are going to be subject to 24 hour drilling under our homes without any attempt at damage control or noise amelioration (the Haberfield residents tell us that the noise calming efforts have been a joke!) No-one seems to know how deep the excavation is proposed to be or if they do they have no intention of sharing that information. Aside from the fact that no deep-core samples have been taken to ascertain the strata layers prior to the decision to position these 2 underground tunnels.

We are told there will be an increase of 35 truck movements a day along Catherine St, approx. 45,000 extra cars in adjacent streets, and increased parking issues in a street where residential parking is at a premium!

We are also concerned about the proposed "non-filtered" pollution stacks near Rozelle and Jubilee Park, not just because they are urban insults but they will be releasing massive amounts of diesel fume and NO2 into nearby homes and schools, which cynically enough, the Govt says is too costly to filter.

Please start taking some responsibility for this outrageous exercise and as fellow human beings consider the financial, personal and emotional risk you are exposing us all to!

This Govt has been a huge disappointment in several areas regarding residents' wellbeing. Here is a chance for it to redeem itself!

[REDACTED]

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227523](https://majorprojects.accelo.com/?action=view_activity&id=227523)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

**Attention Director**

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:

Signature:

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

Address:

Suburb:

Postcode:

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

- ◇ Darley Road and adjacent streets such as Hubert St are exposed to flood. The flood impact could be exacerbated by the disruption or blockage of existing drainage networks, which are risks identified in the EIS. The EIS has not assessed whether the identified risk to the existing drainage network will cause increased risk of flood damage to flood lots and it fails to take account of the Inner West Council's Leichhardt Floodplain Risk Management Plan which contains recommended flood modification options. The EIS has not assessed whether its drainage infrastructure will impede the Inner West Council's Leichhardt Floodplain Risk Management Plan option HC\_FM3 to lay additional pipes/culverts from Elswick Street to Hawthorne Canal (via Regent Street and Darley Road). RMS has not assessed whether its drainage infrastructure will impede Inner West Council's Leichhardt Floodplain Risk Management Plan option HC\_FM4 to lay additional pipes/ culverts from William Street to Hawthorne Canal via Hubert Street and Darley Road. The EIS should not be approved as it has not properly explained or assessed these impacts.

- ◇ There is provision in the EIS for only a dozen worker car parks and no provision for the 100 or so workers who will be permanently based at the Darley Road site for up to five years. A major construction site project should not be permitted in a neighbourhood area without

allocated parking for all workers. No other business would be permitted to be established without this requirement being satisfied – why is it acceptable for this project? In addition, the EIS proposes the removal of 20 car spaces used by residents on Darley Road and will remove the 'kiss and ride' facility at the light rail stop. This will result in residents being unable to park in their own street and will increase noise impacts from workers doing shift changeovers 24 hours a day.

- ◇ The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. This means the community will have limited say in the management of the impacts identified in the EIS. The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions.

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

- 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 to 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 EIS states that, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS.
- The EIS states that construction noise

levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unlivable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.

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

Name:.....

Signature:.....

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

Address:.....

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

Submission to:

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

Attn: Director – Transport  
Assessments

Application Number: SSI 7485

Application Name:  
WestConnex M4-M5 Link

- 1) The EIS permits trucks to access local roads in exceptional circumstances which includes queuing at the site. Given the constraints of the Darley Road site queuing will be the usual situation. The EIS needs to be amended to remove queuing as an exceptional circumstance. The truck movements should properly managed by the contractor so that there is no queuing. This exception will make it easier for contractors to neglect their obligation to monitor and manage truck movements in and out of the site and needs to be removed. The EIS needs to specifically mention all local streets abutting Darley Road and expressly prohibited truck movements (including parking) on these streets. This should include all streets from the north (James St) to the south (Falls Road), which are near the project footprint.
- 2) The EIS states that there are 'investigations' occurring into alternative access to the Darley Road site. The EIS does not provide any detail on which residents can comment about alternative access which would keep trucks off Darley Road. The plans for alternative access should be expedited. It should be a condition of approval that the alternative access is confirmed and that no spoil trucks are permitted to access Darley Road due to the unacceptable noise, safety and traffic issues that the current proposal creates.
- 3) There is no need for the Darley Road site, other than a time saving (tunneling) of several months. It is unacceptable that the community should be forced to endure 5 years of severe disruption to accommodate the timetable of the private contractors. The EIS should not be approved on the basis that it contains provision for the Darley Road site without any proper justification as for its need.
- 4) The EIS states that the contractor may decide upon additional 'construction ancillary facilities' to the 12 identified in the EIS. The EIS should not be approved on the basis that there may be more unidentified sites taken, as residents will have no opportunity to comment on their impacts. The approval condition should limit any construction facilities to those already notified and detailed in the EIS.
- 5) 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.

<p><b>Attention Director</b>  Application Number: SSI 7485</p> <p>Infrastructure Projects, Planning  Services,  Department of Planning and Environment  GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name:  WestConnex M4-M5 Link</p>	<p>Name: [REDACTED]</p> <p>Signature: [REDACTED]</p> <p>Please include <u>(exclude/circle)</u> my personal information when publishing this submission to your website.  I HAVE NOT made reportable political donations in the last 2 years.</p> <p>Address: [REDACTED]</p> <p>Suburb: [REDACTED] Postcode [REDACTED]</p>
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I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

- The EIS permits trucks to access local roads in exceptional circumstances which includes queuing at the site. Given the constraints of the Darley Road site queuing will be the usual situation. The EIS needs to be amended to remove queuing as an exceptional circumstance. The truck movements should properly managed by the contractor so that there is no queuing. This exception will make it easier for contractors to neglect their obligation to monitor and manage truck movements in and out of the site and needs to be removed. The EIS needs to specifically mention all local streets abutting Darley Road and expressly prohibited truck movements (including parking) on these streets. This should include all streets from the north (James St) to the south (Falls Road), which are near the project footprint.
- The EIS states that there are 'investigations' occurring into alternative access to the Darley Road site. The EIS does not provide any detail on which residents can comment about alternative access which would keep trucks off Darley Road. The plans for alternative access should be expedited. It should be a condition of approval that the alternative access is confirmed and that no spoil trucks are permitted to access Darley Road due to the unacceptable noise, safety and traffic issues that the current proposal creates.
- There is no need for the Darley Road site, other than a time saving (tunneling) of several months. It is unacceptable that the community should be forced to endure 5 years of severe disruption to accommodate the timetable of the private contractors. The EIS should not be approved on the basis that it contains provision for the Darley Road site without any proper justification as for its need.
- The EIS states that the contractor may decide upon additional 'construction ancillary facilities' to the 12 identified in the EIS. The EIS should not be approved on the basis that there may be more unidentified sites taken, as residents will have no opportunity to comment on their impacts. The approval condition should limit any construction facilities to those already notified and detailed in the EIS.

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

Name:.....

Signature:.....

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

Address:.....

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

Submission to:

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

Attn: Director - Transport  
Assessments

Application Number: SSI 7485

Application Name:  
WestConnex M4-M5 Link

- a. The EIS indicates that a large number of residents will be affected by construction noise caused by demolition and pavement and infrastructure works. This includes use of a rock breaker and concrete saw. During all periods of construction, there will be noise impacts from construction of site car parking and deliveries and pavement and infrastructure works. No proper mitigation measures are proposed to protect residents from these impacts (10-118, EIS) The EIS admits that three residents and two businesses will be subject to noise impacts above acceptable levels for 16 days (10-119, EIS) No detail is provided as to whether alternative accommodation will be offered or other compensation. The EIS should not be approved without details of the proposed mitigation and/or compensation to be paid to residents.
- b. The EIS acknowledges the noise and vibration impacts and the need for work to occur outside of standard daytime construction hours. It simply states that 'the specific management strategy for addressing potential impacts associated with ground-borne noise...would be documented in the OOHW protocol. This is inadequate as the community have no opportunity to comment on the OOHW protocol or the management of the ongoing impacts to which they will be subjected.
- c. There is no evidence provided in the EIS that the ventilation outlets will be date. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.
- d. Up to 14 'receivers' at this site are predicted to have impacts from high noise impacts during out of hours work for construction and pavement works for approximately 2 weeks caused by the use of a rock-breaker. Again, no plans to relocate or compensate residents affected is provided in the EIS (EIS, XV) The only mitigation contained in the EIS is that the use of the road profiler is to be limited during out of hours works 'where feasible.' (Table 5-120) In other words, there is no mitigation whatsoever for residents affected by daytime noise and a possibility that they will be similarly affected out of hours where the contractor considers that it isn't possible to limit the use of the road profiler. This represents an inadequate response to managing these severe noise impacts for residents.
- e. The EIS states that there will be noise 'exceedances' for trucks entering and exiting the site (Table 5-120) No detail is provided as to the level of any such 'exceedance'. Nor does it propose any mitigation other than investigations into 'locations' where hoarding above 2 metres can be utilized to control trucks in the queuing area. This does not result in any firm plans to manage the noise. Nor is enough detail provided so that those affected can comment on the effectiveness of this proposed mitigation measure.

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

- Up to 14 'receivers' at this site are predicted to have impacts from high noise impacts during out of hours work for construction and pavement works for approximately 2 weeks caused by the use of a rock-breaker. Again, no plans to relocate or compensate residents affected is provided in the EIS (EIS, IV) The only mitigation contained in the EIS is that the use of the road profiler is to be limited during out of hours works 'where feasible.' (Table 5-120) In other words, there is no mitigation whatsoever for residents affected by daytime noise and a possibility that they will be similarly affected out of hours where the contractor considers that it isn't possible to limit the use of the road profiler. This represents an inadequate response to managing these severe noise impacts for residents.
- The EIS states that there will be noise 'exceedances' for trucks entering and exiting the site (Table 5-120) No detail is provided as to the level of any such 'exceedance'. Nor does it propose any mitigation other than investigations into 'locations' where hoarding above 2 metres can be utilized to control trucks in the queuing area. This does not result in any firm plans to manage the noise. Nor is enough detail provided so that those affected can comment on the effectiveness of this proposed mitigation measure.
- 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 xvii). It is unacceptable that residents should have these prolonged periods of exposure to more than one project. The EIS makes no attempt to measure or mitigate the cumulative impact of these prolonged periods of construction noise exposure.

<p><b>Attention Director</b>  Application Number: SSI 7485</p> <p>Infrastructure Projects, Planning Services,  Department of Planning and Environment  GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p>	<p>Name: <u>Jan Wilson</u></p> <p>Signature: <u>[Signature]</u></p> <p>Please <u>include</u> my personal information when publishing this submission to your website.  I HAVE NOT made reportable political donations in the last 2 years.</p> <p>Address: <u>8 St Johns St</u></p> <p>Suburb: <u>GLEBE</u> Postcode <u>2037</u></p>
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I object to the WestConnex M4-M5 Link proposals for the following reasons:

- o The EIS admits that air pollutants will exceed permitted levels along the Canal Rd used to access the St Peters Interchange because the traffic will be heavier. This is an unacceptable impact which will adversely affect vehicle users because it is known that people in their vehicles are not protected from the air pollution, as well as anyone on foot or cycling in the streets around the interchange. No amelioration is offered.
- o The EIS states that traffic congestion around the St Peters Interchange is expected to be worse after completion of the M5 and the M4-M5 Link particularly in the evening peak hour. The EIS admits that this will have a "moderate negative" impact on the neighbourhood in increasing pollution (also admitted separately) therefore in health impacts, on safety for foot and cycle traffic but also for vehicles and on the local amenity.
- o The traffic around St Peters expected to be heavier because of the increased road access to the new Interchange will adversely affect our community because moving around to our parks and to the shops, to the buses and to the train stations, for pedestrians and cars, will be more difficult. Our community is being sacrificed for the marginal improvement in traffic movement elsewhere in Sydney. No measures to ameliorate the impact are mentioned. This is unacceptable.
- o The EIS admits that the increased traffic congestion around the St Peters Interchange will impact on bus running times especially in the evening peak hour and increase the time taken (2.5 minutes, which seems optimistic). The 422 bus and associated cross city services which use the Princes Highway are notorious for irregular running times because of the congestion on the Princes highway and cross roads, so an admitted worsening of the running time will adversely impact the people who are dependent on the buses. This will be compounded by the loss of train services at St Peters station while it is closed for the Sydney Metro build and then subsequently when it re-opens. In all the impact of the new M5 and the M4-M5 link is to worsen access to public transport significantly for the residents of the St Peters neighbourhood.
- o It is obvious the NSW government is in a desperate rush to get planning approval for the M4/M5. It has only allowed 60 days for comment yet the M4/M5 project is the most expensive and complicated stage of WestConnex. Critically, it involves building three layers of underground tunnels under parts of Rozelle. Such tunnelling does not exist anywhere in the world and as yet there are no engineering plans for this complex construction. Approval depends on senior staff in NSW Planning compliantly agreeing to tick off on the EIS, as was done with the New M5 and the M4. This demonstrates a wanton disregard for the safety of the residents of Rozelle and those who will be using the tunnel. WHAT IS THE RUSH?

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

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

Submission from:	Submission to:
Name: <u>John Wilson</u>	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature: <u>[Signature]</u>	Attn: Director – Transport Assessments
Please <b>include</b> my personal information when publishing this submission to your website Declaration: I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.	Application Number: SSI 7485 Application
Address: <u>8 Droun St</u>	Application Name: WestConnex M4-M5 Link
Suburb: <u>GLOUCE</u> Postcode: <u>2037</u>	

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

- The EIS social an economic impact study acknowledged the high value placed on retaining trees and vegetation in the affected area but does not mention that WestCONnex has already destroyed more than 1000 trees in the St Peters Alexandria area around Sydney Park alone.
- The EIS claims to have saved Blackmore Park and Easton Park due to negative community feedback. I am concerned that this is a false claim and that this site was never really in contention due to other physical factors. I would like NSW Planning to investigate whether this claim is correct to have heeded the community is false or not.
- The Air quality data is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
- 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.
- The EIS acknowledges that impacts of construction should M4M5 get approval will worsen traffic congestions on Parramatta Rd. In these circumstances it would be outrageous for motorists to be asked to pay up to up to \$20 a day in tolls. I object to the fact that this is not considered or factored into the traffic analysis.
- Streets in Haberfield would be subject to heavy vehicle traffic for a further four years, making at least 7 years of heavy impacts on a single suburb. The answer is not a "community strategy". Residents who believed that their pain would be over after the M4 east are now being asked to sustain a further four years of impacts. No compensation or serious mitigation is suggested.
- The EIS acknowledges that four years of M4/M5 construction would have a negative economic and social impact across the Inner West through interrupted traffic routes, slower traffic times, disruption with public transport, interruption with businesses and loss of connections across communities. This finding highlights the need for a proper cost benefit analysis for the project. Such social costs should not simply be dismissed with the promise of a construction plan into which the community has not input or powers to enforce.
- 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.

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

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

Name: Jan Wilson

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: 8 DARLING ST

Suburb: CLOVE Postcode: 2037

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

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

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

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

Submission to:

Name: JAN WILSON

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

Signature: [Handwritten Signature]

Attn: Director – Transport Assessments

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

Application Number: SSI 7485 Application

Address: 8 DARLING ST

Application Name: WestConnex M4-M5 Link

Suburb: GLEBE Postcode 2037

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

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

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

Submission to:

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

Name: JAN WILSON

Signature: 

Attn: Director – Transport Assessments

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

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

Application Number: SSI 7485 Application

Address: 8 DARLEY ST

Application Name: WestConnex M4-M5 Link

Suburb: CULBERT Postcode 2037

- Truck route – Leichhardt: The EIS proposes that all trucks will arrive at the Darley Road civil and tunnel site from Haberfield and travel along Darley Road to the site, with a right-hand turn now permitted into James Street. The proposed route will result in a truck every 3-4 minutes for 5 years running directly by the small houses on Darley Road. These homes will not be habitable during the five-year construction period due to the unacceptable noise impacts. The truck noise will be worsened by their need to travel up a steep hill to return to the City West Link, so the noise impacts will affect not just those homes on or immediately adjacent to Darley Road. The proposal to run trucks so close to homes is dangerous. There have been two fatalities on Darley Road at the proposed site location. The EIS does not propose any noise or safety barriers to address this. Despite the unacceptable impact to nearby homes, there is no proposal for noise walls, nor any mitigation to individual homes.
- Alternative access route for trucks – Leichhardt: The EIS states that there are 'investigations' occurring into alternative access to the Darley Road site. The EIS does not provide any detail on which residents can comment about alternative access which would keep trucks off Darley Road. No spoil truck movements should be permitted on Darley Road and the plans for alternative access should be expedited. It should be a condition of approval that the alternative access is confirmed and that no spoil trucks are permitted to access Darley Road due to the unacceptable noise, safety and traffic issues that the current proposal creates.
- Existing vegetation – Leichhardt: The EIS proposes removal of all vegetation on the Darley Road site. There is a mature tree located on the site which serves as a visual and noise barrier to the heavy City West Link traffic. Removal of this tree and other vegetation will increase noise impacts to nearby residents and affect the visual amenity, with homes having a direct line of sight to the City West Link. The existing mature tree needs to be retained on this and environmental grounds.
- Indicative works program – Leichhardt: Leichhardt residents were repeatedly told by SMC that the Darley Road site would be operational for three years. The EIS states that it will be operational for 5 years. This creates an unacceptable impact for residents. The works on the site should be restricted to a three-year program as was promised.
- Current noise measures – Leichhardt: The EIS states that 'reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site.' 96-52) This is not good enough. The EIS does not contain any detail whatsoever of these proposal on which they can comment. In addition, there is no requirement that measures will in fact be introduced to address noise impacts. The approval conditions need to contain detail of specific noise mitigation measures that are mandated and can be enforced.

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

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

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>JAN WILSON</u>	
Application Number: SSI 7485	Address: <u>8 DARLING ST</u>	
Application Name: WestConnex M4-M5 Link	Suburb: <u>GLEBE</u>	Postcode <u>2037</u>
Signature: <u>[Signature]</u>		
Please <b>INCLUDE</b> my personal information when publishing this submission to your website <b>Declaration:</b> I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.		

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

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

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

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Jan Wilson</u>
	Address: <u>8 DARLING ST</u>
Application Number: SSI 7485	Suburb: <u>CULVER</u> Postcode <u>2037</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>
Please <b>INCLUDE</b> my personal information when publishing this submission to your website <b>Declaration</b> : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.	

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

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

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

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

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

Name: Jane Wilson

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: 8 DARLEY C ST

Suburb: GLEBE Postcode 2037

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

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

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

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

Name: IAN WILSON

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: 8 DARLEY ST

Suburb: CULDEE Postcode 2037

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- Alternative housing for residents – Leichhardt: The EIS needs to provide specific detail as to what will be provided by way of alternative accommodation to the 36 residents identified as suffering extreme noise interference. There is no plan to temporarily relocate such residents, not to offer them financial compensation to enable them to move out during the worst period. There is an estimated 10 weeks of extreme noise during demolition of the commercial building and preparatory road works. Once this work is finished the residents will also be forced to endure a truck every 304 minutes for a period of five years. It is clearly not possible for such residents to continue to live in these houses and the EIS needs to detail what will be provided in terms of alternative living arrangements for part, or all of the construction work period.
- Access tunnel from Darley Road – Leichhardt: The EIS contains no detail of the access tunnel from the Darley Road site to the mainline tunnel other than depicting the route. The approval conditions need to ensure that tunnelling is occurring at sufficient depth so as to not jeopardise the integrity of the homes and not create unacceptable vibration and noise impacts for James Street residents and those at adjacent streets. The approval conditions need to make clear the period of time for which the 'temporary' tunnel is to be used.
- Management of potential impacts – Leichhardt: The EIS states that a Construction traffic and Access Management plan (CTAMP) would be prepared to minimise delays and disruptions and identify changes to ensure road safety. The plans are not in the EIS so residents cannot comment. The EIS should be rejected on the basis that the impacts on traffic and safety are not adequately addressed. It is inadequate to simply refer to a plan, with no provision for residents and other key stakeholders to be involved in its development.
- Local road diversions and closures – Leichhardt: The EIS states that these will occur near the Darley Road site. There is no detail provided, nor is there a process by which residents can influence such decisions. The Inner West Council's documents state that Darley Road is not built to normal road requirements and safety standards, as it was established as an access road for the former goods line. Two fatalities have occurred near the site location, with many accidents. The Council has been trying to make Darley Road a safer route for many years. Elwick Street North for example was partially closed as a result of a fatality. The approval conditions need to make it clear that all road closures need to be made in consultation with residents affected and that the safety issues are adequately addressed. No arterial traffic from Darley Road should be allowed to be diverted onto narrow local roads.
- Environmental issues - Substation and water treatment plant – Leichhardt: The EIS states that darley Road is a contaminated site, and likely has asbestos. The proposal is that 'treated' water will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons. There is no detail of the ongoing Motorway maintenance activities during operation provided in the EIS. The community therefore cannot comment on the impact that this ongoing facility will have on the locality. This component of the EIS should not be approved as this information is not provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.

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

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>JAN WILSON</u>	
	Address: <u>8 DARLEY ST</u>	
Application Number: SSI 7485	Suburb: <u>GIVE BE</u>	Postcode <u>2037</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>	
Please <b>INCLUDE</b> my personal information when publishing this submission to your website <b>Declaration</b> : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.		

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

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

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

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>JAN WILSON</u>	
	Address: <u>8 DARLING ST</u>	
Application Number: SSI 7485	Suburb: <u>CHERRY</u>	Postcode <u>2037</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>	
Please <b>INCLUDE</b> my personal information when publishing this submission to your website <b>Declaration</b> : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.		

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

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

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

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Jan Wilson</u>	
	Address: <u>8 DARLEY ST</u>	
Application Number: SSI 7485	Suburb: <u>CUREE</u>	Postcode <u>2037</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>	
Please <b>INCLUDE</b> my personal information when publishing this submission to your website <b>Declaration</b> : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.		

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

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

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

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>JAN WILSON</u>
	Address: <u>8 DARENBURG ST</u>
Application Number: SSI 7485	Suburb: <u>GLEBE</u> Postcode <u>2037</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>
Please <b>INCLUDE</b> my personal information when publishing this submission to your website Declaration: I <b>HAVE NOT</b> made any reportable political donations in the last 2 years	

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

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

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

**Attention Director**

Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name: JAN WILSON

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 DARLING ST

Suburb: CURE

Postcode 2037

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

1. 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.
2. Research about roads clearly demonstrates that roads create congestion. The WestConnex project is no different and the EIS clearly indicates that this is an impact of the M4/M5 and the consequent roads that will follow. WHERE WILL THIS END AS THE m4/m5 Link EIS itself indicates the RMS is already hard at work considering how to solve these problems – of congestion caused by roads.
3. It has estimated that if construction goes ahead, some homes in Darley St Leichhardt will have a truck on average every 4 minutes just metres from their bedrooms. If experience in Haberfield, Kingsgrove, St Peters and Alexandria is anything to go by, residents can again expect the actual experience to be worse than predicted by the EIS. HOW IS THIS POSSIBLE? why have the serious and legitimate concerns raised by the residents not even been acknowledged.
4. The substation and water treatment plant should be moved to the north end of the site near the City West link. This will mean that the site is less visible to residents and most pedestrian access is at this end. There are no homes that will have direct line of site of the facility if it is moved. This will also enable direct pedestrian access to the light rail without the need to use the winding path at the rear of the site which creates safety issues and adds to the time required to access the light rail stop.
5. The warm and caring words contained in the EIS, ref Sustainability Management Strategy, have not been reflected in the wanton destruction of homes, trees and habitat already. Why should we believe them?
6. I am concerned that while the EIS finds that tolls do weigh more heavily on lower income motorists, there is no serious analysis of the blatant unfairness of letting of private consortium toll people for decades in order to pay for less profitable tollways for wealthier communities.
7. We object to the selection of the Darley Road site on the basis that it provides for daily movements of 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College. The EIS states that an alternative truck movement is proposed which involves use of the City West Link with no trucks to access Darley Road. The selection of Darley Road should not be approved if it involves any truck movements on Darley Road, which is what it currently provides.

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

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>JAN WILSON</u>	
	Address: <u>8 DARLEY ST</u>	
Application Number: SSI 7485	Suburb: <u>GLEBE</u>	Postcode <u>2037</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>	
Please <b>INCLUDE</b> my personal information when publishing this submission to your website <b>Declaration</b> I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.		

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

- The project will worsen traffic near the Darley Road civil and tunnel site during and after construction – Leichhardt: The EIS states that after the M4-m5 opens, that traffic on Darley Road will increase by 4%. There is no benefit in the overall project for residents. During construction westbound traffic will increase on Darley Road by 37%. This increase in traffic for a period of up to five years will make it hazardous to cross the road and access the light rail and travel to Blackmore oval, the bat run, the dog park and the Leichhardt pool. In addition, it will drastically increase both local traffic and outer area traffic at peak commute times. We therefore object to the location of this site based on the unacceptable traffic impacts it will have on road users and on pedestrians.
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Name \_\_\_\_\_ Email \_\_\_\_\_ Mobile \_\_\_\_\_

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

Name: Jan Wilson

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: 8 DARLING ST

Suburb: CREGE Postcode 2037

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- Acoustic shed – Leichhardt: The EIS does not require an acoustic shed and states that 'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels.' (6-51) The EIS needs to mandate that these measures are in place. Where mentioned, the acoustic shed that is considered offers the lower grade noise protection. This is despite the fact that 36 'sensitive receivers' are identified in the EIS, who will have extreme noise disturbance through much of the 5-year construction period. In addition, the acoustic shed covers only the spoil and spoil handling area and not the tunnel entrances and exits. The highest level of noise protection, which is only suggested in the EIS, needs to be mandated in the EIS. In addition, the shed needs to cover both the entrance and exit to the site and not simply the spoil handling areas. The independent engineer's report (commissioned by the Inner West council) states that it is likely, because of the elevated position of the site, that it is likely an acoustic shed will not contain the noise to an acceptable level. In addition, a temporary access tunnel will be built from the top of the site and run directly under homes in James Street. These homes will be unacceptably impacted by the construction noise and truck movements without these additional measures.
- Return of the site after construction – Leichhardt: The Darley Road site will not be returned after the project, with a substantial portion permanently housing a Motorways Operations facility which involves a substation and water treatment plant. This means that the residents will not be able to directly access the North Light rail Station from Darley Road but will have to traverse Canal Road and use the narrow path from the side. In addition the presence of this facility reduces the utility of this vital land which could be turned into a community facility. Over the past 12 months community representatives were repeatedly told that the land would be returned and this has not occurred. We also object to the location of this type of infrastructure in a neighbourhood setting.
- Environmental issues – contamination – Leichhardt: The EIS states that Darley Road is a contaminated site, likely including asbestos. There is a risk to the community associated with spoil removal, transfer and handling. We object to the selection of the site based on the environmental risks that this creates, along with risks to health of residents.
- Location of permanent Motorway operations complex on Darley Road – Leichhardt: We strongly object to the proposed location of this permanent operational facility on Darley Road. The presence of this site contradicts repeated assurances to the community that the site would be returned after construction was completed. The ongoing presence of this site will limit future uses of the darley Road site which could serve community purposes, particularly given its location directly next to public transport. Its presence removes the ability to provide more accessible, safer and direct pedestrian access to the North Leichhardt Light Rail Station. The plant location, in a neighbourhood setting is not appropriate. It will reduce property values and have an unacceptable impacts on the visual amenity of the area. The streets adjacent to Darley Road are comprised of low-rise residential homes and small businesses and infrastructure such as this should not be permitted in such a location.

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

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

Attention Director

Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name: ASW Wilson

Signature: [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 DERRING ST

Suburb: GREYS Postcode 2037

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.

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

<b>Attention Director</b> <b>Infrastructure Projects, Planning Services;</b> <b>Department of Planning and Environment</b> <b>GPO Box 39, Sydney, NSW, 2001</b>	<b>Name:</b> <i>John Wusea</i>
<b>Application Number: SSI 7485</b>	<b>Address:</b> <i>8 Yarrunga St</i>
<b>Application Name: WestConnex M4-M5 Link</b>	<b>Suburb:</b> <i>Glebe</i> <b>Postcode</b> <i>2037</i>
<b>Signature:</b> <i>[Signature]</i>	
Please <u>include</u> my personal information when publishing this submission to your website <b>Declaration: I HAVE NOT</b> made any reportable political donations in the last 2 years.	

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

- |   |   |
|---|---|
| <p>A. Experience has shown that construction and other plans by WestCONnex are often regarded as flexible instruments. Any action to remedy breaches depends on residents complaining and Planning staff having resources to follow up which is often not the case. I find it unacceptable that the EIS is written in a way that simply ignores problems with other stages of WestCONnex.</p>   | <p>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.</p> |
| <p>B. Why are two different options being suggested for Haberfield? It is clear that both of these are unacceptable and will expose residents to unnecessary traffic danger, congestion and disruption with capacity to enjoy their homes and environment. It is insulting that the EIS acknowledges this but offers not solution other than to go ahead.</p>   | <p>E. Rozelle is an old and historic suburbs of Sydney. The damage that this project would do in destruction of homes, other buildings and vegetation is unacceptable, especially when the project would leave a legacy of traffic congestion in the area.</p>  |
| <p>C. I do not consider so many disruptions of pedestrian and cycle ways to be a 'temporary' impact. Four years in the life of a community is a long time. The EIS acknowledges that there will be more danger in the environment around construction sites. It is a serious matter to deliberately take steps to reduce the safety of a community, especially when as the traffic analysis shows there will be a legacy of traffic congestion even in 2033. A promise of a plan is NOT an answer to those concerned about the impacts.</p> | <p>F. It is outrageous to suggest that four unfiltered stacks would be built in one area, Rozelle</p>   |
| <p>D. 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</p>  | <p>G. Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.</p>   |
|   | <p>H. A lot of work has gone into building cycling and pedestrian routes in Rozelle and Annandale. Interference and disruption of routes for four years is not a 'temporary' imposition.</p>  |

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

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

**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:

Jen Wilson

Signature:

Jen Wilson

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 SPRING ST

Suburb:

Glebe

Postcode

2037

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

- I. 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.
- II. The social and economic impact study fails to record the great concern for valued Newtown heritage
- III. The EIS identifies hundreds of negative impacts of the project but always states that they will be manageable or acceptable even if negative. This shows the inherent bias in the EIS process.
- IV. The consultants for the Social and Economic Impact study is HillPDA. This company has a conflict of interest and is not an appropriate choice to do a social impact study of WestCONnex. Amongst its services it offers property valuation services and promotes property development in what are perceived to be strategic locations. HillPDA were heavily involved in work leading to the development of Urban Growth NSW and the heavily criticised Parramatta Rd Study. It is not in the public interest to use public funds on an EIS done by a company that has such a heavy stake in property development opportunities along the Parramatta Rd corridor. One of the advantages of property development along Parramatta Rd that Hill PDA promotes on its website is the 33 kilometre WestCONnex.
- V. The EIS acknowledges that extra construction traffic will add to travel times across the Inner West and have a negative impact on businesses in the area. No compensation is suggested.

These impacts are not been taken into account of evaluating the cost of WestCONnex.

- VI. The EIS acknowledges that 'rat running' by cars to avoid added congestion and delays caused by construction traffic will put residents at risk. No only solution is a Management Plan, which is yet to be developed, and to which the public will have no impact. This is completely unacceptable.
- VII. The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
- VIII. Table 6.1 in Appendix Q ( Social and Economic impact) is not an accurate report on the concerns of residents. It downgrades the concerns of Newtown, St Peters and Haberfield residents. It does not even mention concerns about additional years of construction in Haberfield and St Peters. It also does not mention concerns about heritage impacts in Newtown. I can only assume that this is because there was almost no consultation in Newtown and a failure to notify impacted residents including those on the Eastern Side of King Street and St Peters.

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

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

**From:** [REDACTED]  
**Sent:** Sat, 14 Oct 2017 05:18:13 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Nancy Wahlquist (object)

**From:** system@accelo.com On Behalf Of Nancy Wahlquist  
**Sent:** Saturday, 14 October 2017 4:18:03 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Nancy Wahlquist (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Nancy Wahlquist  
[REDACTED]

[REDACTED]

BALMAIN, NSW  
2041

Content:

Westconnex should BE FOR PUBLIC TRANSPORT. I object to westconnex being solely for cars and trucks, and

I wholeheartedly object to unfiltered exhaust stacks. they should all be filtered and if the project was mostly public transport they would not be necessary anyway.

Also, people are not being adequately compensated for losing their homes - this is against the constitution! People also need to be compensated for the effect the construction is having and will have on their homes.

Submission: Online Submission from Nancy Wahlquist (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227533](https://majorprojects.accelo.com/?action=view_activity&id=227533)

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

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

**From:** [REDACTED]  
**Sent:** Sat, 14 Oct 2017 05:54:24 +0000  
**To:** [REDACTED]  
**Subject:** FW: [SUSPICIOUS MESSAGE] Submission Details for Peter Bishop (object)

**From:** system@acelo.com On Behalf Of Peter Bishop  
**Sent:** Saturday, 14 October 2017 3:59:04 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** [SUSPICIOUS MESSAGE] Submission Details for Peter Bishop (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Peter Bishop  
 [REDACTED]  
 [REDACTED]

Haberfield, NSW  
 2045

Content:

- There should be filtration on the exhaust stacks. The fact that no data has been presented on the effects on air quality of the additional traffic volume from the M4-M5 link is very concerning.
- The M4-M5 link should allow for trains as well as cars. It is extremely concerning to see continual expansion of the road network without proper integration with other modes of transport.
- There should be a congestion charge on the surrounding rounds during business hours, to encourage alternate modes of transport and alternate travel patterns.
- The extension until 2022 of the construction work in Haberfield is unacceptable when 2019 was claimed to be the end of work previously. The construction sites are unacceptable, and the weak enforcement of WestConnex conditions bodes poorly for the M4-M5 link project if similarly weak enforcement occurs.
- There needs to be proper coordination to avoid unwarranted impact to residents during construction, as has been the case with WestConnex where unannounced water and power outages have occurred.
- The local streets of Haberfield are already clogged with WestConnex workers' cars, and there need to be controls in place to avoid this on the M4-M5 link project.
- There is an unseemly haste about the whole M4-M5 link concept, with the late release of the EIS, only weeks after the completion of the submissions for the design concept, being a very alarming example of this haste.
- The first two stages of WestConnex have been a complete disaster. No planning for rail, No filters. Please urgently review this concept and build rail in as a minimum if it must proceed over mine and others' rational objections.

[REDACTED]  
 Submission: Online Submission from Peter Bishop (object)

<https://secure-web.cisco.com/1okAJiyyRDU4hC403TpZq0rtYJfdUzekj8qvIBoXfAm5NMUIhu3PlqK3gxFo0fLeQyEOIkXGRWBm65XqfApOxA54uK->

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Submission for Job: #7485 WestConnex M4-M5 Link

[https://secure-web.cisco.com/1T7Sha5loSb7p8AOWEs9xjsfB0dfBeDc57fO0i8he\\_u8D4kvEZBzb5lrX567kfdWonUVD1wt6ALVoXiGYeV7sWCIV9dKq9uNppFCcfL3hiDkNngIOP8eXhRy5zsPIJsNGpzdwdBNGQxaoirM-1KfwrppgP\\_GMh8GBCKRBE379qxd0fawEqK9QtVLYYLmsq93FAYxmJUfu-agrYI2oKhpewPdLygEfDIT55mBBPBE2NXferjAtRYFQDxcRTSk-1n\\_tIWtJL6KEKVz-u6mn19EdDU4hx6jot4Vf-uoRTpIBLQSDz6zE7dWXqu6mdfLOIIR-KkxcvEsPkk\\_RnorsHCJA/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview\\_job%26id%3D7485](https://secure-web.cisco.com/1T7Sha5loSb7p8AOWEs9xjsfB0dfBeDc57fO0i8he_u8D4kvEZBzb5lrX567kfdWonUVD1wt6ALVoXiGYeV7sWCIV9dKq9uNppFCcfL3hiDkNngIOP8eXhRy5zsPIJsNGpzdwdBNGQxaoirM-1KfwrppgP_GMh8GBCKRBE379qxd0fawEqK9QtVLYYLmsq93FAYxmJUfu-agrYI2oKhpewPdLygEfDIT55mBBPBE2NXferjAtRYFQDxcRTSk-1n_tIWtJL6KEKVz-u6mn19EdDU4hx6jot4Vf-uoRTpIBLQSDz6zE7dWXqu6mdfLOIIR-KkxcvEsPkk_RnorsHCJA/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview_job%26id%3D7485)

Site: #3247 M4-M5 Link

[https://secure-web.cisco.com/15Y07eKG548Wjx0gMGBWJZr760u13yTSTu1WfYj2peKhv9KDBDW10REoMhTRuc4fr6NUnj2Qa2RmG55rgvL0lxMQBx2OhiFwll5XZfnkM3cjmthj3Axqut5XORcKHZ6K3MoxNY5fi\\_1YqyxsBc53DUfRV6jlE6\\_6yhFENZfWjhxS2m-LfR0IT35lKfrHGsqFXjyaDuUNv8FBQfnAlADwSfZ17F2oThL9CaZ9k9iAneQVGG8ufulfOZs24CKrNNxn4ITLVJ2WIZvb61giHAU7siWZ3KAuTi05PGLiNbfi56BPP-W4jlA77Lv5R\\_XtTIVbY02qJm6cZ39stiRAw3dFQ/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview\\_site%26id%3D3247](https://secure-web.cisco.com/15Y07eKG548Wjx0gMGBWJZr760u13yTSTu1WfYj2peKhv9KDBDW10REoMhTRuc4fr6NUnj2Qa2RmG55rgvL0lxMQBx2OhiFwll5XZfnkM3cjmthj3Axqut5XORcKHZ6K3MoxNY5fi_1YqyxsBc53DUfRV6jlE6_6yhFENZfWjhxS2m-LfR0IT35lKfrHGsqFXjyaDuUNv8FBQfnAlADwSfZ17F2oThL9CaZ9k9iAneQVGG8ufulfOZs24CKrNNxn4ITLVJ2WIZvb61giHAU7siWZ3KAuTi05PGLiNbfi56BPP-W4jlA77Lv5R_XtTIVbY02qJm6cZ39stiRAw3dFQ/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview_site%26id%3D3247)

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Saturday, 14 October 2017 5:30:03 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

Content:

As a resident of Haberfield, living not far from the current construction area, I am witnessing first hand the unfavourable impacts that this project is having on the local area. I would like to say that when we moved to Haberfield several years ago we were reassured by the suburb's heritage status and assumed that the beautiful and historic area would be protected from this sort of project. We were clearly wrong. We have seen houses acquired and destroyed and have ugly gaping holes in the construction zone. What was once a quiet and beautiful area has been turned into a 24/7 construction site. We have already endured enough and I do not believe we should have to endure further construction until at least 2022. It is impossible to park on our own residential street, outside our own house, due to the numerous vehicles of the construction staff who park there on a daily basis. The local traffic has increased substantially and more and more vehicles are using Ramsay St and other local roads as a thorough-fare. We live near Haberfield Public School and the thought of unfiltered exhaust stacks so close to the children and our own home is unacceptable. In my view, this is all for a project that will do little to solve Sydney's traffic problems in the long-run. I know that I am not alone as a resident of Haberfield in opposing all aspects of this project, but the newly released plans are unacceptable from the perspective of the impact it will have on our local area. The Government clearly has no concern for the residents who have chosen to live here due to its history and unique architecture.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227543](https://majorprojects.accelo.com/?action=view_activity&id=227543)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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