

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

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

Thank you for the opportunity to give my feedback on the EIS for WestConnex M4-M5 Link. I outline my major concerns below, particularly those related to the Rozelle Public School.

Ventilation: Air pollution

WestConnex proposes two unfiltered tunnel ventilation facilities of unknown heights: one approximately 250m northwest and another approximately 700m southeast of the School.

The area encompassed by these stacks' emissions includes nearly all of the School's catchment area, potentially affecting many, if not most, of the School's children and families. Our children will be exposed to unfiltered emissions while at school, as they walk to and from school, as they play at school, at local parks and where they live. These emissions can lead to adverse health effects.

Air pollution, noise and vibration during construction

Four to five 4 to 5 years of construction works is proposed. This includes constructing the tunnel entrance and exit on Victoria Road approximately 250m from the School, continuing the tunnelling and all associated work including: demolition, storing and moving rock, haulage by trucks and the workforce travelling, parking and more.

Above-ground work is proposed to be undertaken 7am–6pm Mondays to Fridays and 8am–1pm on Saturdays. Tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of or their entire primary school education - during the entire time that our children are present on school grounds or at home.

My major concerns are:

- Impacts on our children's abilities and opportunities to learn and play during these times
- Impacts on pre-school infants' opportunity to rest during nap-times
- Endangering children's health, increasing their stress, and worsening the impact on those with pre-existing respiratory conditions
- Impact on our children's sleep, leading to tiredness and difficulty learning.

Soil pollution in construction

Construction could cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and these could be spread throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

I am concerned that constructing and using the M4-M5 Link will endanger our community's safety in many ways. These include:

- Potential safety risks for road users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic
- Road closures and heavy construction vehicles making it very difficult for parents and small children to walk to school safely
- Similar road safety concerns for parents and children on the school run after the Link is completed
- Construction impeding our children's safety and ability to travel to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park
- Rat runs and increased traffic in side streets surrounding the School by drivers seeking to avoid tolls
- Impacts on bus routes and stops on Victoria Road
- Impacts on cycle paths on Victoria Road
- Access to King George's Park and the Bay Run by cyclists and pedestrians

Other major concerns I have include:

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

Yours Sincerely,

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

Name: [REDACTED]

Address: [REDACTED]

Email: [REDACTED]

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Name: Lesley Boyd-Weetman

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carolinehopson@gmail.com

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Name: JUNE PICKUP

Address: 714b St Georges Cres, Drummoyne

Email: june.pickup@gmail.com

From: [REDACTED] on behalf of DPE CSE Information Planning Mailbox
Sent: Monday, 16 October 2017 9:15 AM
To: [REDACTED]
Subject: FW: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

From: June Pickup [mailto:campaigns@good.do]
Sent: Saturday, 14 October 2017 11:53 AM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Dear Sir / Madam, Reference: Westconnex M4-M5 Submission / Objection I am writing to lodge my objection regarding the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed. The areas of concern refer to the proposed unfiltered exhaust stacks: The Concept Design is proposing two unfiltered stacks to be placed in Rozelle which, potentially, will exhaust the fumes and pollutants from:

- the whole of the tunnel from St Peters to Rozelle, (approx. 3.9 km)
- the cross-harbour tunnel travelling south, (approx. 2.8km from Goat Island)
- the tunnel from Haberfield to Rozelle (approx. 3.2 Km)
- and the tunnel from Iron Cove to Rozelle goods yards (approx. 0.9 Km)

This represents something like the concentrated pollution from some 11 km of freeway (much of it 4 lanes) all being poured into Rozelle. And there is also the threat of an additional exhaust stack for the cross harbour tunnel..maybe somewhere on the Balmain Peninsular or Goat Island. This will drift south and add to the pollution in Rozelle. There are a number of concerning aspects about the design of the ventilation system:

- These are very long tunnels by world standards
- There are complex off-takes and linkages underground
- Are the engineering models good enough to safely predict what is going to happen? (They were clearly not good enough for the M5 tunnel which was much more straightforward).
- With longitudinal ventilation over the length of those tunnels, I assume, that friction with the forced air flow will become a major factor....thus forcing up the size and cost of the jet fans. Are we going to see a drive for economies in running these jet fans in the short term or when a private buyer takes over? What protection or assurances do we residents have?
- Has some form of transverse ventilation been considered? This would also seem to offer some safety measures where there is mechanical failure with a section of the fans.
- What level of redundancy is going to be built into the ventilation systems. What safety features? What happens when there is a fire or a bomb deep in one of the tunnels? What happens when there is an accident near one of the exits and there is 3 km x 4 lanes of traffic banked up underground?
- I assume that there is some level of redundancy built into the ventilation shaft system but it hasn't been publicised. It should be publicised. What happens on calm days? EPA data show relatively low average wind speeds in Rozelle of 1.8 m per second and a 14.6% incidence of calms. That is, on the equivalent of 54 days a year the air is still and you cannot rely on atmospheric turbulence to mix and disperse the air from the ventilation stacks. This means that this toxic mix will spill out into a very localised area around the stacks. Longley and Gustavo Olivares (2010)³ in a research report on tunnel ventilation in New Zealand conclude: However, stack and especially portal emissions can lead to highly localised 'hotspots' of increased concentrations. It is quite possible that road tunnel emissions can lead to localised breaches of the National Environmental Standards for PM10 and NO2 around stacks and portals, as well as exceedences of Regional Air Quality Guidelines. This is critically important if these locations coincide with Rozelle Public School as well as residences, businesses or any other land-use in which people are likely to be exposed. I understand that when particulate matter or other pollutants are discharged through the exhaust shafts that the majority of the pollutants descend in a radius of about 300-600 m. At least, this was the case for PM10 and NOx with the M5 stack. There is still significant fallout over a much greater radius than this. Thus we will have something like the following situation in Rozelle after the exhaust systems are operating. I believe that living and having children attend school in the vicinity of the two proposed stacks that we will be exposed to pollution level of about 12 (from surface roads) + 12 (from the ventilation stacks) = 24 µg/m³ PM2.5 especially on calm days. And because these are averages they say nothing about PEAK levels of exposure around peak hours and when there might also be atmospheric pollution from fires, dust storms or temperature inversions. Clearly peak levels will be much higher than the averages. Perhaps 10 times higher. There is no safe level of exposure to PM2.5 particles or smaller particles. To claim that the exhausts meet international standards is dissembling. To protect our health the levels should be zero. International standard levels have been dropping continuously for 20 plus years and are likely to continue to drop as

knowledge increases. The UN's World Health Organisation has current guidelines recommending that annual exposure be limited to 10 µg/m³ for PM_{2.5}. Australia has opted for 8 µg/m³. However, we should not be patting ourselves on the back for having tighter standards than other countries or because Paris has higher background pollution than Sydney. European studies show that each 5 microgram per cubic metre increase in PM_{2.5} concentration was associated with a 7% increase in mortality risk (hazard ratio [HR] 1.07, 95% confidence interval). Every increase of five micrograms per cubic metre of PM_{2.5} drove the risk of lung cancer up by 18 per cent. So accepting a level of 24 µg/m³, or anything like it, for the pupils of Rozelle Public School where a ventilation stack is proposed to be built nearby is clearly unacceptable with today's knowledge. If the majority of the pollution is due to "natural" factors such as dust, sea salt and bush fires, it is still not acceptable to increase the PM_{2.5} load by about 50% from roads. In fact, any level above 8 µg/m³ would contravene the existing guide lines. Ultra fine particles None of these standards addresses the issue of ultra-fine particles. It is known that these have even more damaging health impacts than PM_{2.5} particles and above. However, they are not being measured so there is a high level of ignorance about what ultrafine particles will be contributing to the mix of exhaust gases descending on Rozelle Public School. This is not good enough and steps must be taken to measure and monitor the levels of such particles on a long term basis around the ventilator stacks and where pupils and teachers are exposed. I look forward to your response to my objection,

Yours sincerely, June Pickup 46 St Georges Cres, Drummoyne NSW 2047, Australia

_____ This email was sent by June Pickup 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 June provided an email address (june.pickup@gmail.com) which we included in the REPLY-TO field.

Please reply to June Pickup at june.pickup@gmail.com.

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

▪

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

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

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

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

Ventilation: Air pollution

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I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of their entire primary school education - during the entire time that our children are present on school grounds or at home.

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

Other major concerns I have include: - It's a waste of money.
Public transport would have been a better investment
for Sydney. The Liberal Government is corrupt.

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

Yours Sincerely,

Signature:

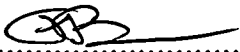
I allow / do not allow for my personal details to be published.

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

Name: Freddie Barbin

Address: 303/6 Yara Avenue Rozelle.

Email: fredsta76@hotmail.com

Submission from:	Submission to:
Name: <u>Freddie Barbin</u>	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature: <u></u>	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: <u>303/6 Voca Avenue</u>	Application Name: WestConnex M4-M5 Link
Suburb: <u>Rozelle</u> Postcode: <u>2039</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.**

- ◆ Rozelle Rail Yards and Rozelle Civil Site. It is clear that the most highly affected area of Stage 3 will be the Rozelle area and the massive and hugely complex Rozelle interchange. The suggestion that Westconnex is capable of building this is highly questionable. Nothing like this has been built anywhere else in the World. Considering the simple problems of dust management, noxious gasses and the handling of toxic materials like asbestos that have been so inappropriately dealt with on Stages 1 and 2 by Westconnex this intersection of Stage 3 is a disaster waiting to happen and should definitely not be allowed to proceed without a massive investigation. What has been shown in the EIS is totally inadequate for this project to be allowed to proceed.
- ◆ The proposed work hours for the Rozelle Rail Yards are tunnelling and spoil handling 24 hours a day seven days a week. Civil construction Mon - Fri 7.00am – 6.00pm, Sat 8.00am -1.00 pm. There will be no night work at The Crescent Civil Site and the daytime hours are stated to be the same as at the Rozelle Rail Yards. However as has been experienced by those at Haberfield and St Peters these hours and especially late and night work have been extended and implemented when the schedule has fallen behind and this has lead to physical and mental stress for many residents through interrupted sleep and loss of sleep especially with children. The roads and sites at night in the area will see a marked increase in noise from truck movements, truck reversing alarms and running machinery. It will also see a marked increase in light during the night hours with site illumination and vehicle head lights as has been experienced in other areas. These problems have not been properly addressed and are not adequately dealt with in the EIS.
- ◆ The tunnels under Rozelle/Lilyfield are going to be in three levels. The EIS does not explain what safety procedures are being built into the project to deal with situations like serious congestion, accidents or fire. With a serious hold up on the deepest of these tunnels it is clear that the air quality will very quickly become toxic unless substantial air conditioning is a major part of the design. There is no in depth detail about how these issues are going to be addressed. This is not acceptable.
- ◆ One of the main reasons for establishing Buruwan Park was as a relatively quiet nature corridor for wildlife not for successions of children's parties so the assessment of this area in the EIS is entirely blinkered and inaccurate. The Rozelle Rail Yards site that may appear to development driven planners as an unattractive and wasted eyesore is ironically a very important nature reserve. It is perhaps the only area in the Annandale/Glebe area where Fairy Wrens can be found because of the substantial bush cover. This is very important as where these birds are found nature tends to be in balance which is not the case in parks like Easton Park and Bicentennial Park.

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:

Freddie Barbin

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:

303/6 Yara Avenue

Suburb:

Rozelle

Postcode

2051

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

- ⇒ 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.
- ⇒ The EIS states that by 2033 Ross St will see an increase of 80 heavy vehicles a day at Peak periods. The greatest increase of Heavy vehicles at the PM peak will be in Johnston Street, which will see an increase of about 30-50 vehicles when compared to the 'without project' scenario. At Catherine St there will be an increase of 30 heavy vehicles a day at Peak periods. These streets will see a huge increase in Heavy vehicle movements if Stage 3 is built. The increase would be roughly half this amount if the project did not go ahead. Annexure Fig 26 B2 Section H
- ⇒ 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. There are already signs in tunnel locations in Sydney 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.
- ⇒ The removal of Buruwan Park between the Crescent and Bayview Crescent/Railway Pde Annandale to accommodate the widening realignment of the Crescent would be a particular loss of badly needed parkland in this Inner City area. Currently we have fewer parks than almost any suburb in Sydney so this would have a direct impact on local people. Buruwan Park also lies on a major cycle route from Railway Pde through to Anzac Bridge, UTS and the CBD. The alternative route being suggested is poor and takes no real account of trying to encourage cycling as a mode of transport. Cycling should be made as easy as possible to get more ordinary commuters to bicycle and the alternative to the current level route directs cyclists to Johnston St and then up Bayview Crescent arguably the steepest road in Annandale.
- ⇒ I am concerned that the EIS provides no reasons why the City of Sydney's alternative plan might not be preferable to the proposed WestCONnex.

NSW Department of Planning and Environment
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Sydney NSW 2001

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

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Other major concerns I have include:

Safety of my child and others with increased car congestion and pollution from unfiltered smoke stacks!!!

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

Yours Sincerely,

Signature: *Joanna Wilson*

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

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

Name: *Joanna Wilson*

Address: *117 Evans Street, Rozelle, NSW, 2039*

Email: *joinindia2004@yahoo.com.au*

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

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

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Other major concerns I have include:

All the above - especially the
air stacks.

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

Yours Sincerely,

Signature:



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

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

Name:

Di Stevens

Address:

27 Alfred St Rozelle 2039

Email:

diastevens.com.au

From: Dianne Stevens <campaigns@good.do>
Sent: Saturday, 14 October 2017 1:00 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application – there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

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

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

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 object to the acquisition of the site where 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.

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.

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

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

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

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

Yours sincerely, Dianne Stevens Alfred St, Rozelle NSW 2039, Australia

_____ This email was sent by Dianne Stevens 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 Dianne provided an email address (di@stevens.com.au) which we included in the REPLY-TO field.

Please reply to Dianne Stevens at di@stevens.com.au.

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

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

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

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Other major concerns I have include:

I'm concerned about aesthetics of stack & emissions

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

Yours Sincerely,

Signature: 

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

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

Name: 

Address: 

Email: 

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

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

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

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

Ventilation: Air pollution

WestConnex proposes unfiltered tunnel ventilation outlets of unknown heights: one approximately 250m northwest and three others approximately 700m south of the School. At present there is insufficient detail or evidence of analysis to determine the impact to the children at the School. Please provide the following:

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

Air pollution, noise and vibration during construction

Four to five years of construction works is proposed, including work as close to the School as Wellington Street, constructing the Iron Cove Link tunnel entrance and exit on Victoria Road approximately 250m from the School, with tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of their entire primary school education - during the entire time that our children are present on school grounds or at home.

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

- Limit negative impacts on our children's abilities to learn and play during these times,
- Eliminate noise at pre-school infants' nap-times and during tests at the School
- Minimise the impact of construction children's physical health, stress levels, and the impact on those with pre-existing respiratory conditions,
- Ensure children living within 500m of construction are able to receive full nights of sleep, as lack of sleep leads to tiredness and proven difficulty learning.

Soil pollution in construction

Please provide specific plans that ensure that construction will not cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and specific plans to eliminate the spread of soil contaminants throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

At present there is insufficient traffic management detail to ensure the safety to the children at the School both during construction and operation. Please provide the following:

- A traffic plan concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road and footpath users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic,
- Details of traffic modelling concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road users, including buses, pedestrians and cyclists during operation whilst the Iron Cove Link is toll-free, and if the Iron Cove Link is tolled in future, including any potential rat runs created by road users avoiding tolls,
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- Details of the impacts on bus routes and stops, and cycle paths and footpaths within 500m of construction, including but not limited to Victoria Road during construction and operation,
- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

Other major concerns I have include:

• disruption of neighbour's work

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

Yours Sincerely,

Signature:

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

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

Name:

Rachel Clay

Address:

24 FRANK ST

Email:

DULWICH

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

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

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Please provide the following:

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Four to five years of construction works is proposed, including work as close to the School as Wellington Street, constructing the Iron Cove Link tunnel entrance and exit on Victoria Road approximately 250m from the School, with tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

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

Other major concerns I have include:

unplanned emission stacks.
major impact on traffic in Rozelle,
particularly the area where traffic emerges
from tunnels.
Noise, vibration, foul air quality, loss of present
environment & facilities

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

Yours Sincerely,

Jean Beckett

Signature:

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

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

Name: Jean Beckett

Address: 3 Napoleon St Rozelle 2034

Email: Jean.Beckett@hotmail.com

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

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


Other major concerns I have include:

Public transport is a much better option
rather than roads & tunnels that encourage
more cars on the road.
The proposed use of unfiltered ventilation stacks
is unconscionable.

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

Yours Sincerely,

[Redacted Signature]

Signature: 

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

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

Name: [Redacted]

Address: [Redacted]

Email: [Redacted]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details
Attachments: 227025_Submission to WestConnex M4-M5 Link_2017Oct11_1806.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 6:08:08 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 have uploaded my submission as an attachment (see below).

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=227025

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

SUBMISSION ON M4-M5 LINK ENVIRONMENTAL IMPACT STATEMENT

I strongly object to Stage 3 of the WestConnex project (M4-M5 Link via the Rozelle Interchange) outlined in the EIS.

I call on the Minister for Planning to reject Stage 3 of the WestConnex project.

In any event, to ensure that impacted residents and the wider community are fully aware of Sydney Motorway Corporation's final design and construction intentions, it is imperative that the Preferred Infrastructure Report be publicly exhibited prior to any determination on the Stage 3 M4-M5 Link EIS proposal.

My grounds of objection are set out below.

Total disruption to communities for at least 5 years

At least five years of construction works is proposed. This is unfair to any community. Residents(including school children) will be affected by years and years of poor air quality, noise, disruption and vibrations during the 24/7 construction.

Each stage of WestConnex should be assessed for its cumulative impacts

I object to the fact that each WestConnex stage is being assessed separately so there is never any accurate assessment of cumulative impacts or an assessment of the overall benefit (if any) of the WestConnex toll roads. Meanwhile the claimed benefits for Stage 3 are reliant on the construction of more yet to be planned, let alone approved, toll roads and tunnels.

Rozelle Interchange

Rozelle is the proposed site of a massive interchange that would be built underground.

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 which involves building three layers of underground tunnels under Rozelle. The Sydney Motorway Corporation (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. 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 Interchange would be built. It does not explain what safety procedures would be undertaken to deal with situations such as 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.

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.

Rozelle Railyards

Construction site

I object to the proposal outlined in the EIS to tear up Rozelle railyards.

Considering the problems of dust management, noxious gasses and the handling of toxic materials like asbestos that have been so inappropriately dealt with in 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 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 project designs and methodologies would only be worked out after construction contractors have been engaged. 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 and highlights 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 and nearby streets.

It is totally unacceptable that the local streets accommodate contractors' extra vehicles on a daily basis over a 5 year construction period in an area where parking is already very scarce and there is very little off street parking for residents. 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. This appears to have been underestimated in the EIS and leads to the conclusion that the assessment of the impact must 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 of the Rozelle Interchange and related works and would 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 five entrances/exits to the Rozelle Yards site off Lilyfield Road for light vehicles and two entrances/exits for heavy vehicles off the City West Link. The two 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 significant increase in traffic congestion in this area, the main route to Anzac Bridge and Victoria Rd.

Air quality

The impact of the project on air quality in the areas surrounding the tunnel portals and the use of unfiltered stacks is totally unacceptable.

The M4-M5 Link proposal involves unacceptable risks to public health and should therefore be rejected by the Minister for Planning.

The findings of the EIS on air quality cannot be relied on. 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.

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.

NSW should be seeking to lower pollution levels as much as possible but pursuing sustainable public transport alternatives.

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 stacks

It is completely unconscionable that unfiltered ventilation 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.

According to the EIS, there are at least 5 schools in the orbit of the 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.

Annandale, Haberfield, Rozelle, Lilyfield and St Peters will be exposed to unacceptable health risks.

With **four** unfiltered emissions stacks in the Rozelle area, 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 bearing in mind that the World Health Organisation in 2012 declared diesel particulates carcinogenic.

Particular concerns for Rozelle from pollution

The Rozelle Interchange is only a concept at this stage and should not be approved. But even as a concept, its dangers are evident.

Rozelle would be lumbered by an unprecedented concentration of stacks in a valley, adjacent to densely populated suburbs.

The proposed 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 metres 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 metres above sea level.

Balmain Road between Wharf Rd and Victoria Road is at an elevation of on average 37 metres. Orange Grove Primary School is at an elevation of 33.4 metres. Areas of Hornsey Rd Rozelle are at 28 metres.

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.

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 is not effective if the tunnels go around corners, which is the case with the tunnels from the Rozelle Rail Yards site.

NSW Planning needs to respond to this specific concern, rather ignoring it as has occurred with responses to the EIS for the M4East and New M5 projects.

There needs to be independent scrutiny and public feedback and consultation into a project carrying such potential risks to the public.

Worsening of air pollution on surface roads near portals

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.

The EIS indicates 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.

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.

Conclusion

Stage 3 of the WestConnex project should not go ahead. Its short term and long term impact on the communities affected far outweigh the perceived benefits of the project. The Minister for Planning in all conscience should not approve the project.

Thank you for considering my submission.

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: [REDACTED]	
	Address: [REDACTED]	
Application Number: SSI 7485	Suburb: [REDACTED]	Postcode [REDACTED]
Application Name: WestConnex M4-M5 Link	Signature: [REDACTED]	
Please 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:

- It is outrageous to suggest that four unfiltered stacks would be built in one area in Rozelle
- The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.
- It is clear from reading the EIS that the impacts of the project on traffic congestion and travel times across the region during five years of construction will be negative and substantial. Five years is a long time. At the end of the day, the result of the project will also be more traffic congestion although not necessarily in the same places as now. There needs to be a serious cost benefit analysis before the project proceeds further.
- The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
- I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.
- I do not consider it acceptable that cycling/pedestrian routes should be changed for four years in Annandale and Rozelle in ways that will make cycling more difficult and walking less possible for residents with reduced mobility. These are vital community transport routes.
- 602 homes and more than a thousand residents near Rozelle construction sites would be affected by noise sufficient to cause sleep disturbance even if acoustic sheds and noise walls are used..The EIS promises negotiation to provide even more mitigation on a one by one basis. This is not acceptable to me. As other projects have demonstrated, those with less bargaining power or social networks have been left more exposed. In any case, there is no certainty that additional measures would be taken or be effective.

Attention: Director Transport Assessments,

11 October 2017

Planning Services

Department of Planning and Environment

GPO Box 39 Sydney NSW 2001.

My submission objecting to the WestConnex M4-M5 Link proposal contained in EIS Application SSI 7485 is attached.

I do not want my name published in the list of submitters on the Department's website. I have not made any reportable political donations.

Yours sincerely,

A large black rectangular redaction box covering the signature area.A small black rectangular redaction box covering the name area.

**SUBMISSION ON M4-M5 LINK ENVIRONMENTAL IMPACT STATEMENT
(Appication SSI 7485).**

I strongly object to Stage 3 of the WestConnex project (M4-M5 Link via the Rozelle Interchange) outlined in the EIS application SSI 7485.

I call on the Minister for Planning to reject Stage 3 of the WestConnex project.

In any event, to ensure that impacted residents and the wider community are fully aware of Sydney Motorway Corporation's final design and construction intentions, it is imperative that the Preferred Infrastructure Report be publicly exhibited prior to any determination on the Stage 3 M4-M5 Link EIS proposal.

My grounds of objection are set out below.

Total disruption to communities for at least 5 years

At least five years of construction works is proposed. This is unfair to any community. Residents(including school children) will be affected by years and years of poor air quality, noise, disruption and vibrations during the 24/7 construction.

Each stage of WestConnex should be assessed for its cumulative impacts

I object to the fact that each WestConnex stage is being assessed separately so there is never any accurate assessment of cumulative impacts or an assessment of the overall benefit (if any) of the WestConnex toll roads. Meanwhile the claimed benefits for Stage 3 are reliant on the construction of more yet to be planned, let alone approved, toll roads and tunnels.

Rozelle Interchange

Rozelle is the proposed site of a massive interchange that would be built underground.

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 which involves building three layers of underground tunnels under Rozelle. The Sydney Motorway Corporation (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. 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 Interchange would be built. It does not explain what safety procedures would be undertaken to deal with situations such as 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.

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.

Rozelle Railyards

Construction site

I object to the proposal outlined in the EIS to tear up Rozelle railyards.

Considering the problems of dust management, noxious gasses and the handling of toxic materials like asbestos that have been so inappropriately dealt with in 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 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 project designs and methodologies would only be worked out after construction contractors have been engaged. 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 and highlights 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 and nearby streets.

It is totally unacceptable that the local streets accommodate contractors' extra vehicles on a daily basis over a 5 year construction period in an area where parking is already very scarce and there is very little off street parking for residents. 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. This appears to have been underestimated in the EIS and leads to the conclusion that the assessment of the impact must 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 of the Rozelle Interchange and related works and would 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 five entrances/exits to the Rozelle Yards site off Lilyfield Road for light vehicles and two entrances/exits for heavy vehicles off the City West Link. The two 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 significant increase in traffic congestion in this area, the main route to Anzac Bridge and Victoria Rd.

Air quality

The impact of the project on air quality in the areas surrounding the tunnel portals and the use of unfiltered stacks is totally unacceptable.

The M4-M5 Link proposal involves unacceptable risks to public health and should therefore be rejected by the Minister for Planning.

The findings of the EIS on air quality cannot be relied on. 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.

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.

NSW should be seeking to lower pollution levels as much as possible but pursuing sustainable public transport alternatives.

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 stacks

It is completely unconscionable that unfiltered ventilation 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.

According to the EIS, there are at least 5 schools in the orbit of the 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.

Annandale, Haberfield, Rozelle, Lilyfield and St Peters will be exposed to unacceptable health risks.

With **four** unfiltered emissions stacks in the Rozelle area, 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 bearing in mind that the World Health Organisation in 2012 declared diesel particulates carcinogenic.

Particular concerns for Rozelle from pollution

The Rozelle Interchange is only a concept at this stage and should not be approved. But even as a concept, its dangers are evident.

Rozelle would be lumbered by an unprecedented concentration of stacks in a valley, adjacent to densely populated suburbs.

The proposed 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 metres 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 metres above sea level.

Balmain Road between Wharf Rd and Victoria Road is at an elevation of on average 37 metres. Orange Grove Primary School is at an elevation of 33.4 metres. Areas of Hornsey Rd Rozelle are at 28 metres.

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

The EIS indicates 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.

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.

Conclusion

Stage 3 of the WestConnex project should not go ahead. Its short term and long term impact on the communities affected far outweigh the perceived benefits of the project. The Minister for Planning in all conscience should not approve the project.

Thank you for considering my submission.

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: [REDACTED]
	Address: [REDACTED]
Application Number: SSI 7485	Suburb: [REDACTED] Postcode: [REDACTED]
Application Name: WestConnex M4-M5 Link	Signature: [REDACTED]
Please 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:

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

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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Sydney NSW 2001

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

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

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

Ventilation: Air pollution

WestConnex proposes unfiltered tunnel ventilation outlets of unknown heights: one approximately 250m northwest and three others approximately 700m south of the School. At present there is insufficient detail or evidence of analysis to determine the impact to the children at the School.

Please provide the following:

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

Air pollution, noise and vibration during construction

Four to five years of construction works is proposed, including work as close to the School as Wellington Street, constructing the Iron Cove Link tunnel entrance and exit on Victoria Road approximately 250m from the School, with tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of their entire primary school education - during the entire time that our children are present on school grounds or at home.

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

- Limit negative impacts on our children's abilities to learn and play during these times,
- Eliminate noise at pre-school infants' nap-times and during tests at the School
- Minimise the impact of construction children's physical health, stress levels, and the impact on those with pre-existing respiratory conditions,
- Ensure children living within 500m of construction are able to receive full nights of sleep, as lack of sleep leads to tiredness and proven difficulty learning.

Soil pollution in construction

Please provide specific plans that ensure that construction will not cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and specific plans to eliminate the spread of soil contaminants throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

At present there is insufficient traffic management detail to ensure the safety to the children at the School both during construction and operation. Please provide the following:

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Yours Sincerely,

Signature:



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

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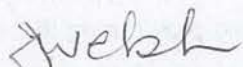
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Signature:



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

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Jacki Welsh

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Email:

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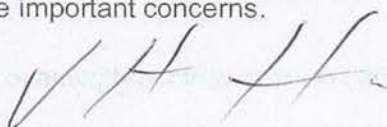
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Name: Julia Rush

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Email: juliarush@hotmail.com

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

Ventilation: Air pollution

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Yours Sincerely,

Signature:

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

Name:

Address:

Email:

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

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Yours Sincerely,

Signature:



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

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

Name:

Craig James

Address:

28 Sprygate St Rozelle

Email:

craigtravell@yahoo.com

From: [REDACTED]
Sent: Sun, 15 Oct 2017 02:25:15 +0000
To: [REDACTED]
Subject: FW: Submission Details for Craig James (object)

From: system@accelo.com On Behalf Of Craig James
Sent: Sunday, 15 October 2017 1:25:05 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Craig James (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Craig James
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:

I object to the proposed unfiltered Iron Cove smokestack being located less than 100 metres from homes and Rozelle Primary School.

I ask that it be moved to the Rozelle Goods Yard and no stack installed or constructed at the Iron Cove entrance.

[REDACTED]
Submission: Online Submission from Craig James (object)
https://majorprojects.accelo.com/?action=view_activity&id=227610

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

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

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

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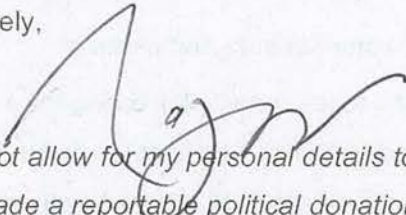
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Signature:



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

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

Name:

R CLARKE

Address:

1 MCGOWAN PLACE, ACT 2602.

Email:

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

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Other major concerns I have include:

- ✓ Lack of true communication with our community
- ✓ Air pollution / noise pollution affecting the health of our children at Rozelle School.

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

Yours Sincerely,

Signature: 

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

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

Name: Nicki Black

Address: 5, Moore St Rozelle NSW 2039

Email: nickiblack@hotmail.com

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

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Name: *Giovanna Gouskos*

Address: *14 Byrnes St Rozelle*

Email: *giovinnagouskos@bigpond.com*

NSW Department of Planning and Environment
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Yours Sincerely,

R. Cameron Smith
Signature:

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

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

Name: *R. CAMERON - SMITH.*

Address: *2 COOK ST. ROZELLE.*

Email:

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

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- The final design of the 4 ventilation shafts proposed for Rozelle, including the height, diameter, façade and exact location, and a commitment that all ventilation shafts in Rozelle will be filtered for PM2.5,

Air pollution, noise and vibration during construction

Four to five years of construction works is proposed, including work as close to the School as Wellington Street, constructing the Iron Cove Link tunnel entrance and exit on Victoria Road approximately 250m from the School, with tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of their entire primary school education - during the entire time that our children are present on school grounds or at home.

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

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- Ensure children living within 500m of construction are able to receive full nights of sleep, as lack of sleep leads to tiredness and proven difficulty learning.

Soil pollution in construction

Please provide specific plans that ensure that construction will not cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and specific plans to eliminate the spread of soil contaminants throughout the surrounding area, including the School.

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Other major concerns I have include:

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

Yours Sincerely,

Signature:

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

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

Name:

Address:

Email:

R. Henry
78 EVANS ST.
Rozelle

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

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

Thank you for the opportunity to give my feedback on the EIS for WestConnex M4-M5 Link. I outline my major concerns below, particularly those related to the Rozelle Public School.

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The area encompassed by these stacks' emissions includes nearly all of the School's catchment area, potentially affecting many, if not most, of the School's children and families. Our children will be exposed to unfiltered emissions while at school, as they walk to and from school, as they play at school, at local parks and where they live. These emissions can lead to adverse health effects.

Air pollution, noise and vibration during construction

Four to five 4 to 5 years of construction works is proposed. This includes constructing the tunnel entrance and exit on Victoria Road approximately 250m from the School, continuing the tunnelling and all associated work including: demolition, storing and moving rock, haulage by trucks and the workforce travelling, parking and more.

Above-ground work is proposed to be undertaken 7am–6pm Mondays to Fridays and 8am–1pm on Saturdays. Tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of or their entire primary school education - during the entire time that our children are present on school grounds or at home.

My major concerns are:

- Impacts on our children's abilities and opportunities to learn and play during these times
- Impacts on pre-school infants' opportunity to rest during nap-times
- Endangering children's health, increasing their stress, and worsening the impact on those with pre-existing respiratory conditions
- Impact on our children's sleep, leading to tiredness and difficulty learning.

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Construction could cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and these could be spread throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

I am concerned that constructing and using the M4-M5 Link will endanger our community's safety in many ways. These include:

- Potential safety risks for road users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic
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(I allow / do not allow for my personal details to be published)

Name: FIONA JACKSON

Address: 19 HARTLEY ST ROZELLE

Email: fionajack@yahoo.com

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

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

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Other major concerns I have include:

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

Yours Sincerely, *Fiona Jackson*

Signature: *[Signature]*

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

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

Name: *Fiona Jackson*

Address: *19 HARTLEY ST. ROZELLE 2039*

Email:

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GPO Box 39
Sydney NSW 2001

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Thank you for the opportunity to give my feedback on the EIS for WestConnex M4-M5 Link. I outline my major concerns below, particularly those related to the Rozelle Public School.

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The area encompassed by these stacks' emissions includes nearly all of the School's catchment area, potentially affecting many, if not most, of the School's children and families. Our children will be exposed to unfiltered emissions while at school, as they walk to and from school, as they play at school, at local parks and where they live. These emissions can lead to adverse health effects.

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My major concerns are: **noise vibration during construction**

- Impacts on our children's abilities and opportunities to learn and play during these times
- Impacts on pre-school infants' opportunity to rest during nap-times
- Endangering children's health, increasing their stress, and worsening the impact on those with pre-existing respiratory conditions
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Other major concerns I have include:

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

Yours Sincerely,

(I allow for my personal details to be published)

Name:

Address:

Email:

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details
Attachments: 227214_westconnexsubmission_2017Oct12_1419.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Thursday, 12 October 2017 2:20:03 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 strongly object to WestConnex M4/M5 EIS, Project Number SSI 16_7485.

I am especially concerned about the impact of construction noise, air pollution and vibration and the proximity of exhaust stacks to Rozelle Public School. Please see attached PDF file for further information,

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=227214

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

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 believe the money set aside for WestConnex could better be spent on public transport.

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 St 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 am very concerned that there will be increased heavy traffic such as trucks on local roads.

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. My son's school Rozelle Public School will be directly impacted if WestConnex goes ahead. I absolutely object to the idea that unfiltered exhaust stacks are proposed to be built within 100m of the school grounds causing harmful air pollution from unfiltered emissions. In addition the building process itself will be disruptive to the school and have a terrible and detrimental impact on children in Rozelle through increased noise, air pollution, vibration and traffic. Steps need to be taken to avoid risks to children during construction and after proposed completion. My house is to be surrounded by a ring of underground tunnels for entry/exit to WestConnex and I absolutely object to this due to disruption it will cause through increased noise, vibration and pollution. I am concerned that the tunnelling may cause subsidence or other damage to my house or surrounding houses – we are flanked on two sides by sandstone cliffs.

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 trucks.

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 Murphy's 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 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 West Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site (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 and provide a written response to each of the objections I have raised.

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

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

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Other major concerns I have include:

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

Yours Sincerely,

Signature: *Kieren Bw*

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

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

Name: *Kieren Boyd-weetman*

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Email: *KierenBw98@hotmail.com*

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GPO Box 39
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<https://westconnexactiongroup.good.do/makeyoursubmissiontothewestconnexm4m5eis/Submission-to-WestConnex-New-M4M5/>

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I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of their entire primary school education - during the entire time that our children are present on school grounds or at home.

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Please provide specific plans that ensure that construction will not cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and specific plans to eliminate the spread of soil contaminants throughout the surrounding area, including the School.

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

Other major concerns I have include:

I'm concerned about emissions from stack

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

Yours Sincerely,

Signature: 

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

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

Name: 

Address: 

Email: 

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

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

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

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

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Other major concerns I have include:

why is tunnel exiting and entering at Iron Cove Bridge and not before The Gladseville Bridge. "future planning" would make more sense avoiding Drummoyne, Lyons Rd altogether.

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

Yours Sincerely,

Signature:



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

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

Name: DENNIS Garsko S

Address: 14 BYRNES ST ROZELLE

Email: dennisgarskos@bigpond.com

From: Ben Donnelly <campaigns@good.do>
Sent: Monday, 9 October 2017 10:47 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

I strongly object to the WestConnex project

The State government is forcing through a project of no practical or social value.

They are already ruining lives, destroying investments.

There legacy will be destruction of the vibrant inner west purely to line the pockets of the developers who fund them

Corrupt practices. Short term thinking. Rank stupidity

_____ This email was sent by Ben Donnelly 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 Ben provided an email address (ben@criscidonnelly.com) which we included in the REPLY-TO field.

Please reply to Ben Donnelly at ben@criscidonnelly.com.

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

From: Kathryn Green <campaigns@good.do>
Sent: Monday, 9 October 2017 10:11 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Attn: Director Infrastructure, Projects, Planning Service Department of Planning and Environment Application No SSI 7485 GPO Box 39 Sydney NSW 2001

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I have no reportable political donations to declare.

I strongly object to this proposal and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. There should be an independent review of WestConnex before more billions are spent and more residents' lives damaged.

I object to unfiltered stacks in Haberfield, St Peters and Rozelle. Rozelle would be the site of an unprecedented concentration of stacks 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. Worldwide best practice is to filter stacks. I don't understand why the NSW Government would consider anything less than best practice for its constituents.

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.

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.

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

I urge the Secretary of NSW Planning to advise the Minister to reject this EIS and to consult widely with those whose lives will be affected by this enormous, ill-thought out project,

Yours sincerely, Kathryn Green 18 Short St, Balmain NSW 2041, Australia

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

FROM field of this email to our generic no-reply address at campaigns@good.do, however Kathryn provided an email address (kgsydney@gmail.com) which we included in the REPLY-TO field.

Please reply to Kathryn Green at kgsydney@gmail.com.

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

From: [REDACTED]
Sent: Monday, 9 October 2017 4:29 PM
To: [REDACTED]
Subject: FW: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Hey [REDACTED]

Please see below submission.

Thanks,
 [REDACTED]



From: Rachael Vincent [mailto:campaigns@good.do]
Sent: Monday, 9 October 2017 1:52 PM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

I couldn't object to this proposal more strongly.

I urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below.

Instead, NSW Planning must require the Proponent to properly and adequately address these concerns.

NSW Planning should also recommend to the NSW government that there be an independent review of WestConnex before more billions are spent and more residents' lives 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.

Arguments in support of the project depend on the approval of further toll roads. These other proposals, such as the F6, are being planned secretly. There are reports that the F6 will take hundreds of houses and parks. I am opposed to Stage 3 being approved on the basis that such a project would be completed. Tolls add to cost of living pressures and are a growing economic and social issue in Sydney. The analysis of toll avoidance in this EIS is completely inadequate.

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.

Further, this EIS has so many uncertainties that it should not even be accepted as an EIS.

I am particularly 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.

It is intolerable that Haberfield and Ashfield residents should be exposed to five further years of the atrocious and often not predicted impacts of WestConnex. I am disappointed that the consultants have done no actual research into the impacts on communities of the construction of the M4East and New M5. The term 'construction fatigue' is not adequately explained or assessed by consultants. I ask that you travel to St Peters and Haberfield and talk to residents – ask them if the impacts have been acceptably managed. The approval of these stages was given on the basis that impacts could be satisfactorily mitigated – this has not occurred and this EIS approval should be mindful of the issues that are ongoing at these sites. I am appalled by the suggestion that these areas should be made to suffer more years of intolerable construction impacts.

The M4-5 Link EIS proposes at least 3 and possibly up to six (6) above ground civil and tunnel construction sites in Haberfield and Ashfield. A considerable part of the proposed construction of Stage 3 would overlap with the construction of the M4 East. However the EIS acknowledges this but fails to deal with it in any meaningful depth.

I specifically object to Construction Options A and B in any possible combination.

I object to any approval allowing a contracted project builder to decide, post-approval the detailed design and management of sites including when where and how to establish and operate any of the Option A or Option B civil and tunnel sites outlined in the M4-5Link EIS . I would be shocked if any government authority did not agree that planning decisions that could result in major impacts on the health and quality of life of people could be made without public feedback and Independent analysis.

I object to the notion, within the EIS, that there is any 'choice' in this matter given the indicative nature of Option A and B, lack of detailed construction design and work plans, as well as the indicative only nature of spoil truck routes.

Haberfield and Ashfield residents were repeatedly told in 2014 and 2015, during the Concept and EIS Phases of WestConnex Stage 1 (M4 East project), if or when WestConnex Stage 3 were to be proposed and approved, that there would be no need for above ground construction in this area for the building of the M4-5 Link tunnel.

At many information sessions and meetings, residents were told that whilst there would be major impacts on residents during the building of the M4 East, that 'all would be over for us in 2019' at the point when the M4 East tunnel was completed.

They were specifically informed that road headers would continue underground from the M4-5 Link mainline tunnel stubs (ending under 142 Alt St Haberfield); that any connector tunnel from the Wattle St surface ramps to the mainline tunnel would be built underground; and that the M4-5 Link surface road entry and exit ramps on Wattle St, (alongside the M4 East ramps) would be all that was needed for construction and spoil truck vehicles.

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.

I object to unfiltered stacks in Haberfield, St Peters and Rozelle, which would be the site of 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 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.

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, Rachael Vincent 400A Abercrombie St, Darlington NSW 2008, Australia

_____ This email was sent by Rachael Vincent 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 Rachael provided an email address (rachaelvincent1@gmail.com) which we included in the REPLY-TO field.

Please reply to Rachael Vincent at rachaelvincent1@gmail.com.

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▪

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GPO Box 39
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WestConnex proposes unfiltered tunnel ventilation outlets of unknown heights: one approximately 250m northwest and three others approximately 700m south of the School. At present there is insufficient detail or evidence of analysis to determine the impact to the children at the School. Please provide the following:

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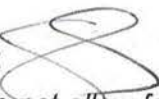
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Other major concerns I have include:

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

Yours Sincerely,

Signature:



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

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

Name: Trish Sapio

Address: 31 Merville St Concord West

Email: trish_sapio@hotmail.com

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

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

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Other major concerns I have include:

I am concerned about WestConnex & the impact it will have on the Balmain/Rozelle community. In particular, it will have a very adverse impact on the primary school and the noise levels that it will bring with it.

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

Yours Sincerely,

Signature:

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

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

Name:

Beverly Chippindale

Address:

5 Wisbeach St Balmain 2041

Email:

beverley.chippindale@soncorp.com.au

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

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

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Yours Sincerely,

Signature:



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

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

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Justin Burkhardt

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lufz@hotmail.com

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Sydney NSW 2001

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

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Signature:



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

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Name:

Alan Chapman

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alan.chapman@roberthalf.com.au

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Name: MARY KOLASINAC

Address: 18 ARNE ST, LILYFIELD

Email: marykolasinac@hotmail.com

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Other major concerns I have include:

Smoke stack in close proximity to the primary school
increase of traffic in the area

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Yours Sincerely,

Signature:

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

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Name: *Alizar Karen Johnston*

Address: *24 Gordon St Rozelle*

Email: *alizarjay@hotmail.com*

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Signature:

James Davis

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

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

Name:

James Davis

Address:

Selsville St.

Email:

Somejamesdavis@hotmail.com

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Name:

ROSLYNE SOPHIA BREILLAT

Address:

3/21 MARY ST. HUNTERS HILL 2110

Email:

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

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

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

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

Ventilation: Air pollution

WestConnex proposes unfiltered tunnel ventilation outlets of unknown heights: one approximately 250m northwest and three others approximately 700m south of the School. At present there is insufficient detail or evidence of analysis to determine the impact to the children at the School.

Please provide the following:

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

Air pollution, noise and vibration during construction

Four to five years of construction works is proposed, including work as close to the School as Wellington Street, constructing the Iron Cove Link tunnel entrance and exit on Victoria Road approximately 250m from the School, with tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of their entire primary school education - during the entire time that our children are present on school grounds or at home.

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

- Limit negative impacts on our children's abilities to learn and play during these times,
- Eliminate noise at pre-school infants' nap-times and during tests at the School
- Minimise the impact of construction children's physical health, stress levels, and the impact on those with pre-existing respiratory conditions,
- Ensure children living within 500m of construction are able to receive full nights of sleep, as lack of sleep leads to tiredness and proven difficulty learning.

Soil pollution in construction

Please provide specific plans that ensure that construction will not cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and specific plans to eliminate the spread of soil contaminants throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

At present there is insufficient traffic management detail to ensure the safety to the children at the School both during construction and operation. Please provide the following:

- A traffic plan concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road and footpath users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic,
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- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

Other major concerns I have include:



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

Yours Sincerely,

Signature:

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

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

Name: ZORANA SADZAK

Address: GELAGS ST, ROZELLE

Email: ZORANA@MG.COM

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Name: *MICHAEL HARRISON*

Address: *2 CRESCENT ST ROZELLE*

Email: *Mhar9655@gmail.com*

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Signature:

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

Name:

Address:

Email:

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 6:02:01 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]

[REDACTED]

Content:

Dear Sir / Madam,

Reference: Westconnex M4-M5 Submission / Objection

I am writing to make a submission on the incompleteness of the EIS. As demonstrated below there are a number of points that have not been adequately addressed. The areas of concern refers to section 28.6:

Overall for "Table 28-6 Environmental risk analysis of key issues".

Table 28-6 says it covers the Environmental risk analysis of key issues. Why are many of the identified risks said to be managed and mitigated by a plan that "will be prepared and will include..." An example is the Construction Noise and Vibration Management Plan. Why hasn't this plan been developed so that we can actually comment on it? This puts the real management measures to be proposed after the project is approved. What influence can we have then?

Table 28-6 Environmental risk analysis of key issues includes for air quality:

"Increase in modelled pollutant concentrations on Victoria Road to the north of Iron Cove Link, near Anzac Bridge and Canal Road at Mascot, as a result of the general increase in traffic at that location due to the project."

It then says:

"While the project cannot control the general increase in traffic growth over time and related increase in vehicle emissions, the progressive introduction of more stringent vehicle emissions regulations will continue over the life of the project."

This is an unacceptable statement on the management of a critical risk - air quality. It basically passes the management of poor air quality due to an increase in traffic volume to someone else! Westconnex will say it will be a risk until other laws are settled. How is this an acceptable management of a risk that will impact Rozelle Public School (RPS)?

Table 28-6 Environmental risk analysis of key issues includes for contamination in construction:

"Further investigation of contamination areas will be undertaken and a Remediation Action Plan will be prepared where necessary. Likelihood = Unlikely, Consequence = Moderate, Risk = Low"

Rozelle has been an industrial and power generating area for generations. We know that it is dangerous to grow and eat any vegetables in our gardens. This was on TV on Gardening Australia! The risk of contamination is not low and a Remedial Action Plan is necessary. Where is the Remedial Action Plan?

I look forward to your response to my objection,

■

IP Address: -

Submission: Online Submission from

https://majorprojects.accelo.com/?action=view_activity&id=227021

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 6:13:01 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]
[REDACTED]

Content:

I feel strongly that the EIS fails local Balmain and Rozelle residents, and in particular the students at Rozelle public school.

As a parent I demand as a minimum:

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

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

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

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

Thank you.

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=227027

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED] on behalf of DPE CSE Information Planning Mailbox
Sent: Thursday, 12 October 2017 8:35 AM
To: [REDACTED]
Subject: FW: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

Good morning,

Please see below submission.

Regards,
 [REDACTED]

[REDACTED]



From: [REDACTED] [mailto:campaigns@good.do]
Sent: Wednesday, 11 October 2017 6:17 PM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

To whom it may concern,

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 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]

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

Please reply to [REDACTED]

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

▪

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Air pollution, noise and vibration during construction

Four to five years of construction works is proposed, including work as close to the School as Wellington Street, constructing the Iron Cove Link tunnel entrance and exit on Victoria Road approximately 250m from the School, with tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

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Other major concerns I have include:

I'm very concerned with unfiltered smoke stacks in close proximity to my daughters school (Korelle public) and our home. My youngest has asthma and unfiltered stacks will affect her health.

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

Yours Sincerely,

Signature:

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

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

Name: Susan Goldman

Address: 20 Cambridge Street

Email: susanweaterall@hotmail.com.

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Sydney NSW 2001

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

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

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Name: Karen Keith
Address: 11 Alberto St Lilyfield
Email: karen.keith@adeco.com.au

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Sydney NSW 2001

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Name: J. M. COWLING

Address: 36 Cullen St. Rose Cove

Email:

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

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Signature: 

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

Name: 

Address: 

Email: 

From: [REDACTED] <campaigns@good.do>
Sent: Tuesday, 10 October 2017 11:06 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 OPPOSITION TO THE WESTCONNEX M4/M5 LINK EIS.

I strongly object to this proposal on the grounds below. The EIS lacks important information and does not address the impacts below. 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 of dollars are spent, residents lives are impacted and the most vulnerable members of our community (the children of Rozelle Public School and the surrounding environment) are exposed to detrimental health impacts from the combined effects of traffic pollution, construction pollution – in particular the pm 2.5 which is globally recognised as a major cause of serious/terminal health effects.

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

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

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

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

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

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

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

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

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

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

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

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

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

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection. The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner Council Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site 9 James St and City West 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 To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

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

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Yours Sincerely,

Signature:



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

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

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Sydney NSW 2001

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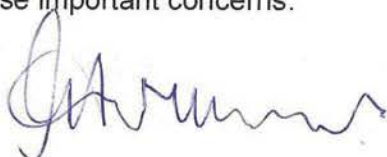
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Email:

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Name: J. Tolman

Address: PO Box 172 Rozelle NSW 2039

Email:

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Name: James Tawadros

Address: 7108 walker st Waterloo 2017

Email: - j.tawadros@hotmail.com

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Name: *SUE ANDREWS*

Address:

99 STARR ST. BRANTFORD NSW 2041.

Email:

girlsmile99@gmail.com.au

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Name: *Kate Leone*

Address: *436 Walter Street 2007 Ultimo*

Email: *11leoneke1@gmail.com*

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Please provide specific plans that ensure that construction will not cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and specific plans to eliminate the spread of soil contaminants throughout the surrounding area, including the School.

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Other major concerns I have include:

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

Yours Sincerely,

Signature:

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

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

Name: Jonathan Krygie

Address: 44 Darling St Belmain

Email: pentagrammaton@gmail.com

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GPO Box 39
Sydney NSW 2001

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

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

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- Details of the prevailing wind and other relevant weather conditions at the School for each day in the past year,
- The final design of the 4 ventilation shafts proposed for Rozelle, including the height, diameter, façade and exact location, and a commitment that all ventilation shafts in Rozelle will be filtered for PM2.5,

Air pollution, noise and vibration during construction

Four to five years of construction works is proposed, including work as close to the School as Wellington Street, constructing the Iron Cove Link tunnel entrance and exit on Victoria Road approximately 250m from the School, with tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of their entire primary school education - during the entire time that our children are present on school grounds or at home.

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

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Other major concerns I have include:

Air quality monitoring needs to be carried out close to the school.

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

Yours Sincerely,

Signature:



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

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

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Other major concerns I have include:

Ensure the air quality & noise pollution are adequately monitored.

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

Yours Sincerely,

Signature: 

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

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

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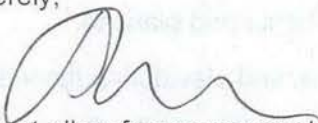
Other major concerns I have include:

Huge concerns over the air quality - can this be monitored nearer to Rozelle Public School?

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

Yours Sincerely,

Signature:



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

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

Name:

Sally Gastell

Address:

82/3 Wulumay Close, Rozelle, NSW

Email:

sally.gastell@jahoo-co.uk

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Sydney NSW 2001

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Other major concerns I have include:

- Despite claims on consultation, getting detailed plans has been far too difficult.
- Air quality monitoring will be essential near schools & childcare centres.

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

Yours Sincerely,

Signature:



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

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

Name:



Address:



Email:



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Other major concerns I have include:

Air quality monitoring at Rozelle
Public School & St Thomas'
Childcare, where my children
attend.

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

Yours Sincerely,

Signature:

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

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

Name: MARITA DALE

Address: 40 Moore St Rozelle

Email: marita-dale@hotmail.com.

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Other major concerns I have include:

I think it ~~is~~ is important to monitor air quality
at the school and look after road safety
It is already terrible

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

Yours Sincerely,

Signature:



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

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

Name: Phil Shearer

Address: 12 Coughlin St Rozelle

Email: phil@do-shearer@gmail.com

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GPO Box 39
Sydney NSW 2001

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

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

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

Ventilation: Air pollution

WestConnex proposes unfiltered tunnel ventilation outlets of unknown heights: one approximately 250m northwest and three others approximately 700m south of the School. At present there is insufficient detail or evidence of analysis to determine the impact to the children at the School. Please provide the following:

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

Air pollution, noise and vibration during construction

Four to five years of construction works is proposed, including work as close to the School as Wellington Street, constructing the Iron Cove Link tunnel entrance and exit on Victoria Road approximately 250m from the School, with tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of their entire primary school education - during the entire time that our children are present on school grounds or at home.

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

- Limit negative impacts on our children's abilities to learn and play during these times,
- Eliminate noise at pre-school infants' nap-times and during tests at the School
- Minimise the impact of construction children's physical health, stress levels, and the impact on those with pre-existing respiratory conditions,
- Ensure children living within 500m of construction are able to receive full nights of sleep, as lack of sleep leads to tiredness and proven difficulty learning.

Soil pollution in construction

Please provide specific plans that ensure that construction will not cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and specific plans to eliminate the spread of soil contaminants throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

At present there is insufficient traffic management detail to ensure the safety to the children at the School both during construction and operation. Please provide the following:

- A traffic plan concerning all roads and footpaths within 500m of the construction area, including but not limited to Victoria Road, Wellington Street, Merton Street and Darling Street which minimises risks to safety for road and footpath users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic,
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- Details of the impacts on bus routes and stops, and cycle paths and footpaths within 500m of construction, including but not limited to Victoria Road during construction and operation,
- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

Other major concerns I have include:

Many children and the community at the local school I work at, will be affected by the unnecessary pollution that this work has on them.

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

Yours Sincerely,

Signature:



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

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

Name: Regina Hong

Address: reginayanhong@gmail.com

Email: 5 James St, Five Dock NSW 2046

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Other major concerns I have include:

The school (Rozelle Primary) & our children attending will be directly impacted.

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

Yours Sincerely,

Signature:

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

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

Name: Sarah Wood

Address: 134A Beattie St, Balmain NSW 2041

Email: biddle.sarah@hotmail.com

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Other major concerns I have include:

Smoke stacks closest to the School.
need to be filtered if there at all!

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

Yours Sincerely,

Signature:

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

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

Name: Nichol Plumb

Address: 102 Terry St Rozelle

Email: nichol.seve50@hotmail.com

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 GPO Box 39
 Sydney NSW 2001

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WestConnex proposes two unfiltered tunnel ventilation facilities of unknown heights: one approximately 250m northwest and another approximately 700m southeast of the School.

The area encompassed by these stacks' emissions includes nearly all of the School's catchment area, potentially affecting many, if not most, of the School's children and families. Our children will be exposed to unfiltered emissions while at school, as they walk to and from school, as they play at school, at local parks and where they live. These emissions can lead to adverse health effects.

Air pollution, noise and vibration during construction

Four to five 4 to 5 years of construction works is proposed. This includes constructing the tunnel entrance and exit on Victoria Road approximately 250m from the School, continuing the tunnelling and all associated work including: demolition, storing and moving rock, haulage by trucks and the workforce travelling, parking and more.

Above-ground work is proposed to be undertaken 7am–6pm Mondays to Fridays and 8am-1pm on Saturdays. Tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

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Soil pollution in construction

Construction could cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and these could be spread throughout the surrounding area, including the School.

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I am concerned that constructing and using the M4-M5 Link will endanger our community's safety in many ways. These include:

- Potential safety risks for road users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic
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(I allow / do not allow for my personal details to be published)

Name: **DONNA LODGE**
Address: **58 Elliott St. Balmain 2041**
Email: **donzalodge@gmail.com**

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

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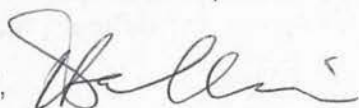
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Other major concerns I have include:

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

Yours Sincerely,



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

Name: HELEN DALLIMORE

Address: 15 BRIDGE ST BALMAIN

Email: h.dallimore@gmail.com

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

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(I allow / ~~do not~~ allow for my personal details to be published)

Name: Colleen Andreacchio

Address: 3 Easton St, Rozelle.

Email: colleen_calvey@yahoo.com

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

Name: Kirstine Murray

Address: 2 Hutcheson St

Email: Kirstine@tmtp.com.au

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 Sydney NSW 2001

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Thank you for the opportunity to give my feedback on the EIS for WestConnex M4-M5 Link. I outline my major concerns below, particularly those related to the Rozelle Public School.

Ventilation: Air pollution

WestConnex proposes two unfiltered tunnel ventilation facilities of unknown heights: one approximately 250m northwest and another approximately 700m southeast of the School.

The area encompassed by these stacks' emissions includes nearly all of the School's catchment area, potentially affecting many, if not most, of the School's children and families. Our children will be exposed to unfiltered emissions while at school, as they walk to and from school, as they play at school, at local parks and where they live. These emissions can lead to adverse health effects.

Air pollution, noise and vibration during construction

Four to five 4 to 5 years of construction works is proposed. This includes constructing the tunnel entrance and exit on Victoria Road approximately 250m from the School, continuing the tunnelling and all associated work including: demolition, storing and moving rock, haulage by trucks and the workforce travelling, parking and more.

Above-ground work is proposed to be undertaken 7am–6pm Mondays to Fridays and 8am–1pm on Saturdays. Tunnelling work (and activities to support tunnelling) will be 24 hours a day, seven days a week.

I am very concerned that this will mean our children will be badly affected in some way by poor air quality, noise and vibration during 24/7 construction for four to five years - potentially the rest of or their entire primary school education - during the entire time that our children are present on school grounds or at home.

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- Impact on our children's sleep, leading to tiredness and difficulty learning.

Soil pollution in construction

Construction could cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and these could be spread throughout the surrounding area, including the School.

Safety and traffic management during construction and operation

I am concerned that constructing and using the M4-M5 Link will endanger our community's safety in many ways. These include:

- Potential safety risks for road users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic
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Yours Sincerely,

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

Name: Dani Christo

Address: 110 Evans St

Email: dconyngham@yahoo.com

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

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Name: GLORIA TONG

Address: 6 Gordon St

Email: Tonggsy@gmail.com

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Name: Jodie Bastow

Address: 10 Denton St. Rozelle

Email: jodiebastow@hotmail.com

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Name:

TERENCE SMITH

Address:

2 COOK ST

Email:

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Name:

Address:

Email:

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

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Sunday, 15 October 2017 8:31:10 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]

Content:

Objection to WestConnex M4M5 Link

I object to the proposed WestConnex M4M5 Link due to my concerns over the following issues:

The proposed ventilation shafts for Rozelle, Lilyfield and St Peters must be filtered stacks to protect the health of local residents, especially children;

Air pollution, noise and vibration during construction will severely impact on the local area, especially during tunnelling and the fact this will run 24 hours a day, 7 days a week;

Air stacks and construction sites are close to schools and day care centres, exposing young children to major health risks such as learning impairment, stress, and sleep;

Building trucks will potentially drive through local streets during construction, increasing local traffic and potential serious accidents;

Public transport would be a much better long term investment of public money;

The impacts on bus routes and bus stops, cycle paths and footpaths within 500m of construction must be explained so that there is some guarantee that travel times will not be impacted during the construction phase

Traffic modelling is inadequate and inaccurate;

Iron Cove Link must remain toll free, or Rozelle and Lilyfield roads will turn into a rat race as people seek to avoid paying tolls and

Lastly, that the EIS isn't the final design and subcontractors would change the design without community consultation or approval.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

https://majorprojects.acelo.com/?action=view_activity&id=227730

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

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Safety and traffic management during construction and operation

I am concerned that constructing and using the M4-M5 Link will endanger our community's safety in many ways. These include:

- Potential safety risks for road users, including buses, pedestrians and cyclists during construction due to temporary road arrangements or the close proximity of construction activities to normal traffic
- Road closures and heavy construction vehicles making it very difficult for parents and small children to walk to school safely
- Similar road safety concerns for parents and children on the school run after the Link is completed
- Construction impeding our children's safety and ability to travel to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park
- Rat runs and increased traffic in side streets surrounding the School by drivers seeking to avoid tolls
- Impacts on bus routes and stops on Victoria Road
- Impacts on cycle paths on Victoria Road
- Access to King George's Park and the Bay Run by cyclists and pedestrians

Other major concerns I have include:

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

Yours Sincerely,

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

Name: Susan Goldman
Address: 20 Cambridge Street, Berle NSW 2039
Email: Susanweathersa4@hotmail.com.

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

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 8:52:01 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]
[REDACTED]
[REDACTED]

Content:

As a local Balmain resident, with children at Rozelle Public School, I object to this application.

Specifically, my concerns surround the following issues:

- the air pollution, noise and vibration during four to five years of construction works, with little respite for local residents and school children.
- as I have asthma, and my child also has asthma, and my father has respiratory illness, I am extremely worried about the permanent deterioration in air quality due to the construction and then the increased traffic flow, increased air pollution and unfiltered ventilation stacks.
- I am concerned about the temporary and permanent impact on how me and my children will be able to move around our local area; how Rozelle school children will be able 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 am concerned about my commute to work via Victoria Road. My husband is a school teacher in another suburb, and this road project will temporarily impede his commute and will not improve it in the longer term.

- I am concerned about the impact on our local businesses, who are at the heart of our local community. Lack of parking, increased air pollution, increased noise and dirt, will discourage people from visiting the area, will potentially ruin local businesses and this will have an irreparable effect on our local community.

I recommend the following:

- additional footbridges/underpasses across Victoria Road to Darling Street and to Terry Street
- 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
- 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

- Minimise or eliminate the impact of construction on children's physical health, stress levels, and the impact on those with pre-existing respiratory conditions
- Increase levels of vegetation near busy roads and ventilation shafts to provide a green barrier to reduce air pollution
- Filter all ventilation shafts proposed for Rozelle, Lilyfield
- Monitor air quality at Rozelle Public school before, during and after construction, and take steps to remedy any deterioration.

Take seriously the concerns of local residents. Our health and wellbeing are not to be gambled away for profit or in pursuit of a car-driven world. Our children deserve better, we all deserve better. More roads means more cars means more roads means more cars. Only public transport and increased support for alternative means of transport (cycles, ferries and so on) can maintain our cities as liveable spaces.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=226775

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 10:39:59 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 strongly object to the Darley Road site being used as a dive site for these reasons: It would have a detrimental impact on my suburb by adding unacceptable noise levels. I currently hear traffic from the city west link at night. Removal off the Dan Murphy's building and vegetation along that strip will further add to unbearable noise. Traffic conditions on Darley Road are extremely busy, it is a well known accident black spot and is already operating at capacity. Local school kids depart from the light rail station to many of the near by schools and child care centres. It is a major crossing for residents wanting to access the bay run. Parking is limited in Leichhardt as is, with a new development going ahead for over 100 apartments on Flood Street. The EIS report clearly identifies hundreds of risks to the community, such as dust, noise, loss of sleep, hundreds of trucks traveling through our neighbourhood. I ask NSW planning to seek advice from consultants more qualified to undertake an independent study for this Darley Road project.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=226827

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

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

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

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

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

Name _____ Email _____ Mobile _____

Submission from:	Submission to:
Name: [REDACTED]	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature: [REDACTED]	Attn: Director – Transport Assessments
Please 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: [REDACTED]	Application Name: WestConnex M4-M5 Link
Suburb: [REDACTED] Postcode: [REDACTED]	

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

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

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

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

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

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Submission from:	Submission to:
Name: [REDACTED]	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature: [REDACTED]	Attn: Director – Transport Assessments
Please 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: [REDACTED]	Application Name: WestConnex M4-M5 Link
Suburb: [REDACTED] Postcode [REDACTED]	

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

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

- ◇ 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.
- ◇ 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.
- ◇ 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.

- ◇ 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.

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

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

Return of the site after construction – Leichhardt:

- a. 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.

Location of permanent Motorway operations complex on Darley Road:

- b. 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:

- c. The EIS needs to provide specific detail as to what will be provided by way of alternative accommodation to the 36 residents identified as suffering extreme noise interference. There is no plan to temporarily relocate such residents, not to offer them financial compensation to enable them to move out during the worst period. There is an estimated 10 weeks of extreme noise during demolition of the commercial building and preparatory road works. Once this work is finished the residents will also be forced to endure a truck every 3-4 minutes for a period of five years. It is clearly not possible for such residents to continue to live in these houses and the EIS needs to detail what will be provided in terms of alternative living arrangements for part, or all of the construction work period.

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--	--

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

Existing vegetation – Leichhardt:

- a) 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.

Current noise measures – Leichhardt:

- b) The EIS states that 'reasonable and feasible work practices and mitigation measures would be implemented to minimise potential noise impacts due to activities occurring at the Darley Road civil and tunnel site.' 96-52) This is not good enough. The EIS does not contain any detail whatsoever of these proposal on which they can comment. In addition, there is no requirement that measures will in fact be introduced to address noise impacts. The approval conditions need to contain detail of specific noise mitigation measures that are mandated and can be enforced.

Acoustic shed – Leichhardt:

- c) 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.

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

Indicative works program – Leichhardt:

- (1) 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.

Access tunnel from Darley Road – Leichhardt:

- (2) 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.

Local road diversions and closures – Leichhardt:

- (3) 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 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 – Contamination – Leichhardt:

- (4) 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.

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

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

Environmental issues - contamination – Leichhardt:

01. 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.

The project will worsen traffic near the Darley Road civil and tunnel site during and after construction:

02. 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.

Management of potential impacts – Leichhardt:

03. 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.

Impact on traffic once project opens –Leichhardt:

04. 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.

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

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

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

Name _____ Email _____ Mobile _____

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

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

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 10:29:57 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:

My ultimate concern involves the lack of dialogue & information provided in regards to the social impact to the community. Having a smoke stack for exhaust fumes close to residential properties & playing fields is of great concern, not to mention exactly where the tunnel exit will be situated. The community at large has only been provided detail after first asking questions of great concern. Plans which have been presented in community consultation differ to each other which also creates confusion & mistrust. The Governing of this project has treated the community with disdain to build another roadway & charge tolls rather than increase investment into public transport & creating work hubs within specific areas which would ease traffic congestion, pollution & stress for the community at large. When did the term "road rage" become part of the vernacular? Building more roads is not the answer as you cannot widen bridges which is the main access points into the city.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=226817

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: Tue, 10 Oct 2017 23:46:24 +0000
To: [REDACTED]
Subject: FW: Submission Details for Nicole Woodward (object)

From: system@accelo.com On Behalf Of Nicole Woodward
Sent: Wednesday, 11 October 2017 10:35:56 AM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Nicole Woodward (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Nicole Woodward
[REDACTED]

Address:
[REDACTED]

Lilyfield, NSW
2040

Content:

As a resident of Lilyfield with a 6 yr old child at Rozelle Public School I am incredibly concerned about potential unfiltered ventilation shafts being located so close to the school & our homes. This is 2017 and I cannot understand that a government would consider putting our health at risk in such a way when there is the option to filter. I implore you to please filter any proposed shafts to PM2.5 & to provide a green barrier to these shafts to reduce air pollution.

I also ask that you please also to measures to minimize pollution, noise & vibration during construction so as not to adversely effect our children's learning & sleep.

[REDACTED]
 Submission: Online Submission from Nicole Woodward (object)
https://majorprojects.accelo.com/?action=view_activity&id=226823

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

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

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details
Attachments: 226834 [REDACTED] Submission _ WestConnexStg3 EIS
 11_10_17_2017Oct11_1135.1.pdf, 226834 [REDACTED] Submission _ WestConnexStg3 EIS
 11_10_17_2017Oct11_1135.pdf

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 11:36:11 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]
 Organisation: Resident & Home Owner (Owner)
 Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

See attachment 1 for more detailed submission and objection points.

1. We completely oppose the Stage 3 WestConnex M4-M5 proposal.
2. We completely oppose the Rozelle interchange and the tunnels below my house.
3. We completely oppose the unfiltered exhaust stacks each side of Rozelle.
4. We oppose the Iron Cove Tunnel link below Rozelle.
5. We oppose the second harbour tunnel below Rozelle and Balmain.
6. We oppose the destruction of our suburbs; particularly Rozelle.
7. We demand an independently prepared detailed professional dilapidation report be carried out on our house.
8. We demand compensation should our house be damaged by this proposal.
9. We demand the State government compensate us for the loss of value of our property, stress and anxiety caused by this proposal, inconvenience and disruption to our lives, noise, vibration, 24 hour construction activity and loss of wellbeing and quality of our lives.
10. We demand that a world class metro system be implemented for the good of all Sydney commuters.

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

IP Address: [REDACTED]
 Submission: Online Submission from [REDACTED] of Resident & Home Owner (object)

https://majorprojects.accelo.com/?action=view_activity&id=226834

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

[REDACTED]

[REDACTED]

11 October 2016

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

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

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

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

Dear Minister, etc,

My family are residents and homeowner in Rozelle for the past 35 years. I am also an architect and understand the impact develop can have on the community. Rozelle is a cohesive inner city suburb with a vibrant and strong community. Rozelle's character and sense of place are unique and needs to be protected and nurtured for current and future generations.

Rozelle has historical and conservation significance and needs to be preserved. We the residents and citizens of Rozelle object to the proposal and do not want our suburb ravaged by such a badly conceived infrastructure proposal.

My family and I are completely opposed to the WestConnex proposal particularly the Stage 3 WestConnex M4-M5 link, the interchange "spaghetti" maze hub below Rozelle and my house, the unfiltered exhaust stack, the Iron Cove link tunnel and the second harbour tunnel.

We completely object and oppose the Stage 3 WestConnex M4-M5 proposal and list the following objections, impacts, concerns and points:-

1. We are totally opposed to the WestConnex Stage 3 M4-M5 Link and interchange. We believe this proposal will have a devastating impact on our community, our health and our suburb; we are totally opposed to the planned traffic increases associated with the WestConnex proposals.
2. We are totally opposed to the Rozelle interchange, the second harbour tunnel below Balmain Rozelle, and the Iron Cove link tunnel. I specifically object to tunnels below my house.
3. The Rozelle interchange need to be scrapped entirely due to environmental, heritage and social concerns. And the devastating effect on our lives, our homes and our community.

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

Our Key Issues are:-

- 1. We completely oppose the Stage 3 WestConnex M4-M5 proposal.**
- 2. We completely oppose the Rozelle interchange and the tunnels below my house.**
- 3. We completely oppose the unfiltered exhaust stacks each side of Rozelle.**
- 4. We oppose the Iron Cove Tunnel link below Rozelle.**
- 5. We oppose the second harbour tunnel below Rozelle and Balmain.**
- 6. We oppose the destruction of our suburbs; particularly Rozelle.**
- 7. We demand an independently prepared detailed professional dilapidation report be carried out on our house.**
- 8. We demand compensation should our house be damaged by this proposal.**
- 9. We demand the State government compensate us for the loss of value of our property, stress and anxiety caused by this proposal, inconvenience and disruption to our lives, noise, vibration, 24 hour construction activity and loss of wellbeing and quality of our lives.**
- 10. We demand that a world class metro system be implemented for the good of all Sydney commuters.**

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

Sincerely,

[Redacted Signature]

[Redacted Address Line 1]

[Redacted Address Line 2]

[REDACTED]

[REDACTED]

11 October 2016

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

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

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

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WESTCONNEX M4-M5 LINK & ROZELLE INTERCHANGE.**

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3. The Rozelle interchange need to be scrapped entirely due to environmental, heritage and social concerns. And the devastating effect on our lives, our homes and our community.

4. We believe the only answer to Sydney's traffic chaos is to improve public transport.
5. Public transport needs to be the top priority for Sydney with a cohesive and extensive commuter rail network over and above more roads and freeways.
6. We need and demand a world class public transport network of rail, buses, light rail, etc to make this city function effectively; the existing road network is more than adequate and just needs to be managed properly.
7. We believe the whole proposal is a total disaster in terms of traffic management. The proposal will bring traffic chaos and congestion to our area. We believe the importation of traffic into the area from the M4, M5, CBD and the proposed new harbour tunnel will bring Victoria Road, Anzac Bridge and the City West Link into extended gridlock.
8. The proposal will cause significant pollution in Rozelle from vehicle emissions.
9. The proposal will pose a significant health risk to our community, local residents, the elderly, our children, local schools and pre-schools.
10. The tunnels and interchange need to be removed from the Rozelle area.
11. We are totally opposed to unfiltered smoke exhaust stacks.
12. The smoke exhaust stacks must be removed from the Rozelle area due to health concerns, visual pollution and heritage impacts.
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14. Should this proposal proceed; god forbid; than thorough dilapidation reports need to be carried out on all houses and buildings in the Rozelle area by independent dilapidation engineers and paid for by the State Government. And that ongoing vibration monitoring will be carried out during construction project period and beyond.
15. The proposal will cause significant vibrations during the construction period and likely will cause damage to my house and other dwellings and buildings in Rozelle. Compensation for damage caused and rectification and repairs to my property is to be guaranteed.
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17. Construction impact from noise, dust, vibration and long term construction times will cause disruption and inconvenience to people's lives as well as negatively impacting on the health and wellbeing of local residents.
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We implore the minister to refuse consent for the Stage 3 WestConnex M4-M5 proposals and to implement the design and construction of a world class metro and public transport system.

Sincerely,

[Redacted Signature]

[Redacted Address Line 1]

[Redacted Address Line 2]

From: [REDACTED] <campaigns@good.do>
Sent: Wednesday, 11 October 2017 11:41 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.

1. We completely oppose the Stage 3 WestConnex M4-M5 proposal.
2. We completely oppose the Rozelle interchange and the tunnels below my house.
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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 To learn more about web protocol FC 3834 visit: www.rfc-base.org/rfc-3834.html

16 OCT 2017

11 October 2017

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

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

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

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

Dear Minister, etc,

My family are residents and homeowner in Rozelle for the past 35 years. I am also an architect and understand the impact develop can have on the community. Rozelle is a cohesive inner city suburb with a vibrant and strong community. Rozelle's character and sense of place are unique and needs to be protected and nurtured for current and future generations.

Rozelle has historical and conservation significance and needs to be preserved. We the residents and citizens of Rozelle object to the proposal and do not want our suburb ravaged by such a badly conceived infrastructure proposal.

My family and I are completely opposed to the WestConnex proposal particularly the Stage 3 WestConnex M4-M5 link, the interchange "spaghetti" maze hub below Rozelle and my house, the unfiltered exhaust stack, the Iron Cove link tunnel and the second harbour tunnel.

We completely object and oppose the Stage 3 WestConnex M4-M5 proposal and list the following objections, impacts, concerns and points:-

1. We are totally opposed to the WestConnex Stage 3 M4-M5 Link and interchange. We believe this proposal will have a devastating impact on our community, our health and our suburb; we are totally opposed to the planned traffic increases associated with the WestConnex proposals.
2. We are totally opposed to the Rozelle interchange, the second harbour tunnel below Balmain Rozelle, and the Iron Cove link tunnel. I specifically object to tunnels below my house.
3. The Rozelle interchange need to be scrapped entirely due to environmental, heritage and social concerns. And the devastating effect on our lives, our homes and our community.

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

Our Key Issues are:-

- 1. We completely oppose the Stage 3 WestConnex M4-M5 proposal.**
- 2. We completely oppose the Rozelle interchange and the tunnels below my house.**
- 3. We completely oppose the unfiltered exhaust stacks each side of Rozelle.**
- 4. We oppose the Iron Cove Tunnel link below Rozelle.**
- 5. We oppose the second harbour tunnel below Rozelle and Balmain.**
- 6. We oppose the destruction of our suburbs; particularly Rozelle.**
- 7. We demand an independently prepared detailed professional dilapidation report be carried out on our house.**
- 8. We demand compensation should our house be damaged by this proposal.**
- 9. We demand the State government compensate us for the loss of value of our property, stress and anxiety caused by this proposal, inconvenience and disruption to our lives, noise, vibration, 24 hour construction activity and loss of wellbeing and quality of our lives.**
- 10. We demand that a world class metro system be implemented for the good of all Sydney commuters.**

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

Sincerely,

[Redacted Signature]

[Redacted Address Line 1]

[Redacted Address Line 2]

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: [SUSPICIOUS MESSAGE] Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 10:36:58 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: [SUSPICIOUS MESSAGE] Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]
[REDACTED]
[REDACTED]

Content:

To whom it may concern,

My child attends Rozelle Public School and I have serious concerns about the location of the stacks in proximity to the schools, as well as local residents and businesses.

Many thanks,

[REDACTED]

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

https://secure-web.cisco.com/1lzi-XBZ3b40cnockBDXuMVPkL54Y-eKp9XY5baTOBqMU5BqutCfhZEzLbzk8djtOgHp6E4aoEAy2GGVFOIsQQ7AENThOk7N3SXRcZj2GrZF-tn02OdFrMKZQzVUGZnSggcGJJpw0cL5xmwpDA0OMPgXS_8ygYc_nKvhrePx7_L5hnYWnKBO_YbA25qNRGct8FxYJk4yTD2jzCkW0skGJQka_1Qsq51wdnVHeXEjawYxpbjSUte8zzS3kGuchYDR_rarMEDZ5MjDUgNJRpK1jgzuxhl2peS3L-2v1gPTFOzHpG-ZF6h-tkaWd0ueRrOiRZH-ZNXYQh2RErC_0dEigRw/https%3A%2F%2Fmajorprojects.acelo.com%2F%3Faction%3Dview_activity%26id%3D226825

Submission for Job: #7485 WestConnex M4-M5 Link

https://secure-web.cisco.com/14ihc2aNsYnTMvQPsRdstRvxD1A-Sz1iWYExcr4pf02sq3X1EW09HNjlellb8pwjPYa7VHWxZSjmHxwZpCdz3Ax-26QrA2KCj4uVjB15M2IAbytmKC43DumDbYley6vOnBmLXK27Bx2IDqEpcTYGNE8xu1bcuSelAxyzSDZ8ilKJpVDr9889VIXUgrXnK7h6mYENO3lbQhsP9kdVM3EKnVtvPqIEdV5mPXgHj0-S3OUg_VLJcb_-nWPzan7yPORLJktgTILnSRExbkq9sEOef546HaQpFx2Malt72y6VsJeowqd8RM3eiNsA1qGBQzK5ot1RI

Eky4HRB2HcYQ5DDbaw/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview_job%26id%3D7485

Site: #3247 M4-M5 Link

https://secure-web.cisco.com/1jcM5Im0sCAgA9p2MN9lyJSRuaFD8WN9JfsqWVfT9TDU-G5G2pMvVMKFpfNGvVeu2Ddjcdjb-Sn1ZsfbEDKZdexdmWCdTnYy6sr8cu6SkJW-R3c7FnWAZD8f5BOYzQoUuJIRUDcVcfB3yolZ-NaiVeKCboqIT8eH_I1-EoBdu25KATv0TMcmCsqrDwAwlJaZrTBg3DXOiWkAcqq3kmvAFQkQOFdsbv4jQPaNSTrWmMbj6O91ot oRhKdz43y-AJMT8VaiaVePfWwNba4YAYOp4y078qWAr6eHHUHTI-MyZ2k3CYFem1FV1FGi7GveUNIHIVbaOf0heMYiR3KBcEpzaA/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview_site%26id%3D3247

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: [SUSPICIOUS MESSAGE] Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 10:04:57 AM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: [SUSPICIOUS MESSAGE] Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I do not want the UNFILTERED WestConnex stacks so close to a community, including a school playground as this would cause breathing problems to the public either in the instance and in the future. Public health is important so that it does not then become a financial problem for the hospitals not to mention the distress to people breathing such foul air. Please look to the future, do we really need another tunnel, this will only mean more cars on the roads, every time we build another tunnel or road it fills up with cars allowing more people to use cars. You only have to look overseas to see the mistakes we are making by building more roads and not putting all our energy into a great public transport system.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED]

https://secure-web.cisco.com/1GoRPpqr2Bp4bhsXwH0jfk31CM3Vt_KFkp_rp9D1ha9aSZCTEFXqbWYjlnl3WuvkYIMxk40x4AOQ3E4dNHJOeMN3D9Z2hXTDoWTHsYS3dejdx2VOIWxyVJJ59xADGgHYHITnP9niNnt6zFg1crCmxLaaDbS2UHK9rrJLrqKellz9RvkKPsaEkedaytS3_cz2xkli2IfyHBdA_jvlkpm64ZmRXYjZUd7Vvpuu3796Aq_PDgaKxH3xLVKxmFDsAAfJ7qLBZW4Gsh9t6nXtHXvN1a7k3oAxxrefkIX5JH_FACxhAYVg_kzv8nPO_Kd4lXnMmHVu7m2zTPGoEcy7ypOg/https%3A%2F%2Fmajorprojects.acelo.com%2F%3Faction%3Dview_activity%26id%3D226799

Submission for Job: #7485 WestConnex M4-M5 Link

https://secure-web.cisco.com/1uGscYhe0H9jvGHI6R74lw32bYnZfWmssl7gZF95fMJkrIZKcAW3eAQ4XdSn54zleH1OPILLGvgAmvsnq5ZzwuWtFjf_lbTKLpUyD6Scjhd6AYnlyKE3DnNSzAZmvu-pa_DeppfwV8-mc8xfvXNLpG2LkOeOPkn57k-3Oy8l1-lkpwGXZ5iW0Kkt5Fk4uh8R5Aj7ZZG-ZK-kni2JBUjoTJaJ5xkwa2TyepzhWf1w4yUJoQ1VMOirnN9YKYBIUbcCoR9cBcY661w63kWcC0AAYXWYyTwny8_D7UlyzMR35T-

[ERSTmHumORctEOelRBxW25ZUZqBF540nW4zjKyokuVg/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview_job%26id%3D7485](https://secure-web.cisco.com/1FuA4p2arj0BpWPri0TlzEsbGQkZMBNF0t_dPA7vLA7CYfniv-8Huh57Zb-RRqyod4yzxzMUnoNQlow07krrBXOuJAuz_BrajNETDGIJaJ9CAKoNFVSL2j5LjKJDS0oY5S3vIld_Px2FnT6ZU5JaJ13_d58uFSvaJBWRweHRrDKIO3wh21cWwLwefwCCs6p05ceBvXUTWBT1nlis3MW_Rb0LGM-MNEURx_Dnns1jMUAEuR4AwDGL3nWbWti-7jv3TCIFc7nfM7m0j5g73fiYHuD7o6rctWqucRzESqhwPuWHAud0QKiAX6Tr6zPgpD_-NBhAEtV-WETPqLinMDEEp_kQ/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview_job%26id%3D7485)

Site: #3247 M4-M5 Link

https://secure-web.cisco.com/1FuA4p2arj0BpWPri0TlzEsbGQkZMBNF0t_dPA7vLA7CYfniv-8Huh57Zb-RRqyod4yzxzMUnoNQlow07krrBXOuJAuz_BrajNETDGIJaJ9CAKoNFVSL2j5LjKJDS0oY5S3vIld_Px2FnT6ZU5JaJ13_d58uFSvaJBWRweHRrDKIO3wh21cWwLwefwCCs6p05ceBvXUTWBT1nlis3MW_Rb0LGM-MNEURx_Dnns1jMUAEuR4AwDGL3nWbWti-7jv3TCIFc7nfM7m0j5g73fiYHuD7o6rctWqucRzESqhwPuWHAud0QKiAX6Tr6zPgpD_-NBhAEtV-WETPqLinMDEEp_kQ/https%3A%2F%2Fmajorprojects.accelo.com%2F%3Faction%3Dview_site%26id%3D3247

[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,

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

From: [REDACTED]
Sent: Wed, 11 Oct 2017 01:30:04 +0000
To: [REDACTED]
Subject: FW: Submission Details for Doby Gardner (comments)

From: system@accelo.com On Behalf Of Doby Gardner
Sent: Wednesday, 11 October 2017 12:27:57 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Doby Gardner (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Doby Gardner
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:

I do not want an unfiltered emissions stack to be placed near the Rozelle Public School. It will create noise, pollution, traffic and vibration during construction and continued pollution upon completion of the stack. Move it away as far as possible to a vicinity where these hazards can be eliminated or at least reduced. It is a health hazard.

[REDACTED]
Submission: Online Submission from Doby Gardner (comments)
https://majorprojects.accelo.com/?action=view_activity&id=226872

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

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

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

Name: Doby Gardner

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: 20 Clubb St

Suburb: Rozelle Postcode: 2031

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 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.

◇ EIS 6.1 (Synthesis, Page 45) states. "..... this may result in changes to both the project design and the construction methodologies described and assessed in this EIS. Any changes to the project would be reviewed for consistency with the assessment contained in the EIS including relevant mitigation measures, environmental performance outcomes and any future conditions of approval". It is unstated just who would have responsibility for such a "review(ed) for consistency", and how these changes would be communicated to the community. The EIS should not be approved till significant 'uncertainties' have been fully researched and surveyed and the results (and any changes) published for public comment (ie : the Sydney Water Tunnels issues at 12-57)

◇ The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii - iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.

From: [REDACTED]
Sent: Wed, 11 Oct 2017 03:21:50 +0000
To: [REDACTED]
Subject: FW: Submission Details for Patricia Glew (object)

From: system@accelo.com On Behalf Of Patricia Glew
Sent: Wednesday, 11 October 2017 2:19:59 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Patricia Glew (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Patricia Glew
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:

Please do not construct the UNFILTERED EMISSIONS STACK for the WestConnex Iron Cove on Victoria Road near Terry Street. My home, Rozelle Public School and a very densely populated neighborhood will be a short distance from the STACK. We already have noise and pollution from the Iron Cove Bridge Traffic. PLUS Rozelle already exceeds the national air pollution standards. By constructing this stack you will be putting my health and thousands of others at risk. SO IF YOU MUST BUILD PLEASE FILTER THE STACK

[REDACTED]
Submission: Online Submission from Patricia Glew (object)
https://majorprojects.accelo.com/?action=view_activity&id=226917

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

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

From: [REDACTED]
Sent: Wed, 11 Oct 2017 03:23:20 +0000
To: [REDACTED]
Subject: FW: Submission Details for Antony Jeffrey (object)
Attachments: 226900_Response to Westconnex EIS Stage 3_2017Oct11_1349.pdf

From: system@acelo.com On Behalf Of Antony Jeffrey
Sent: Wednesday, 11 October 2017 1:50:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Antony Jeffrey (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Antony Jeffrey
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:
Our submission is uploaded below. I would appreciate your acknowledgement on receipt

Sincerely

Antony and Sally Jeffrey

[REDACTED]
Submission: Online Submission from Antony Jeffrey (object)
https://majorprojects.acelo.com/?action=view_activity&id=226900

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

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

ENVIRONMENTAL IMPACT STATEMENT FOR STAGE 3 OF WESTCONNEX PROJECT

RESPONSE FROM ANTONY AND SALLY JEFFREY

Set out below is our response to reading of the EIS for Stage 3 of Westconnex. As 30 year residents of Sydney's Inner West, we have a direct interest in the impacts and effects of the project.

In our opinion the project is one of the worst examples of bad city planning, compounded by chaotic political judgement and neglect.

A leading local interest group Rozelle against Westconnex (RAW) has prepared a detailed point by point critique of the project based on a huge amount of detailed analysis from many local residents and experts.

RAW's submission is devastating in its exposure of errors of facts, ignorance of procedure and completely unjustified assumptions about the value and outcomes of the project. Furthermore the cynical glossing over of the loss of amenity for local residents is totally unacceptable.

We commend the RAW submission and demand that its observations and recommendations be taken into account in any further consideration or work on the project.

We don't attempt to duplicate RAW's criticisms and recommendations, but draw your attention to certain issues about which we are most concerned:

1. The absurdity of such expensive and large scale road and tunnel infrastructure in preference to investment in better urban public transport
2. The complete failure to recognise the rapid advent of new kinds of transport technology such as electric cars, driverless cars and urban transport, and the dramatic transformation this will have within the next ten years on road transport requirements. These effects will rapidly reduce road use and render Westconnex infrastructure obsolete before it is completed
3. The game changing effect of mass battery technology in all forms of urban transport will radically reduce individual vehicle transport. Shared driverless vehicle use will become the norm in inner suburban and CBD precincts within the next 10-20 years
4. It is estimated that currently cars are in use 10% of their available user time. By making electric driverless transport in urban areas available to everyone will drive down costs and therefore, use of individual cars to such an extent that road systems such as Westconnex are already shown to be unnecessary
5. Even if Stage 3 of Westconnex was considered necessary (setting aside the conceptual obsolescence referred to above) the practical absurdities are endless, especially in precipitating more traffic flow into congested areas without solution, thus creating worse congestion or simply pushing it into other precincts. One especially egregious example is the tunnel proposed from the Rozelle interchange to the Iron Cove Bridge which will hugely increase traffic on to the bridge and through Drummoyne when already traffic across Iron Cove Bridge and through Drummoyne is at a standstill during peak hours

6. We make no attempt to add to RAW's comprehensive recommendations and criticisms in regard to pollution, loss of local amenity and long term local inconvenience during construction, except to fully endorse them

Conclusion:

We strongly urge the NSW Government and all authorities involved in Westconnex Stage 3 to discontinue the Project, and prior to any further major works, consider the comparative advantages of:

- Alternative investment in public transport
- Wide ranging examination of prospective future technological advances in urban transport usage and methods

Sally and Antony Jeffrey

11 October 2017

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 2:29:02 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address: [REDACTED]
[REDACTED]
[REDACTED]

Content:

A close read of the EIS, and even the WCX blue glossy 'fact sheet' for 2017, makes it horribly clear that these works will not only destroy amenity and urban heritage for the area, they'll be a destructive nightmare for anyone living nearby.

This is major work, and the plans are loaded with caveats, guarded by weasel words. For example, from the 'fact sheet' on hours of work 'Generally, no work on Sundays or public holidays'. On noise minimisation 'Undertaking noisy work during standard work hours, where appropriate'. And an alarming 'reassurance' of scheduled no-construction periods 'to give residents respite'. What will it be like at other times?!

Bignell Lane is to be realigned. It's impossible to believe in practical terms, from a reading of the EIS, that this will not mean demolition of the old-style brick industrial buildings or even of the terrace row on Bridge Rd. How will this impact on people living or working in this locality?

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

https://majorprojects.accelo.com/?action=view_activity&id=226925

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: Wed, 11 Oct 2017 03:33:20 +0000
To: [REDACTED]
Subject: FW: Submission Details for Brad Gerhard (object)
Attachments: 226931_WESTCONNEX_STAGE 3 EIS_OBJECTION_ from 12 Percy St, Rozelle_2017Oct11_1431.pdf

From: system@accelo.com On Behalf Of Brad Gerhard
Sent: Wednesday, 11 October 2017 2:33:06 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Brad Gerhard (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Brad Gerhard
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:
Please find uploaded our opposition to this WestConnex M4 - M5 Link EIS proposal.

Can you please acknowledged that you have received our letter.

Thank you
Brad

[REDACTED]
Submission: Online Submission from Brad Gerhard (object)
https://majorprojects.accelo.com/?action=view_activity&id=226931

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

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

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

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

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

SUBMISSION: OPPOSING - STAGE 3 EIS, WESTCONNEX M4-M5 LINK & ROZELLE INTERCHANGE

11 October 2017

Dear Minister

We oppose the Stage 3 EIS, WestConnex M4-M5 proposal because of the following points:

- **TRAFFIC CONGESTION:** The proposal will bring even more traffic chaos and congestion to Rozelle. We believe the convergence of traffic into the area from the M4, M5, CBD and the proposed new harbour tunnel will cause Victoria Road, Anzac Bridge and the City West Link to become even more grid-locked.
- **SEVERE AIR POLLUTION & HEALTH RISKS:** We're totally opposed to the unfiltered exhaust stacks proposed for each end of Rozelle. Significant pollution over Rozelle from these and additional vehicle emissions pose a significantly serious health risk to all in our community, especially the young children from nearby local schools and pre-schools.
- **LONG-TERM NOISE POLLUTION:** In the event of tunnel & road construction, the impact from noise, dust, vibration and long-term construction times will cause severe disruption and inconvenience to residents and local businesses, in some cases, a loss of revenue. Traffic usage of the proposed tunnels beneath our homes will inevitably cause permanent environmental vibration and noise. If so, the residents need to be adequately compensated.
- **DILAPIDATION OF ROZELLE PROPERTIES:** Dilapidation reports would need to be carried out on all houses and businesses in the Rozelle area by independent dilapidation engineers and paid for by the State Government. Ongoing vibration monitoring should be carried out during construction project period and beyond.
- **COMPENSATION:** State government will need to adequately compensate Rozelle residents for the loss of value and damage to all properties. They need to consider the stress and anxiety caused by this proposal, inconvenience and disruption to our lives, noise, vibration, 24 hour construction activity and loss of wellbeing and quality of our lives.
- **ERODING THE ROZELLE VILLAGE COMMUNITY:** This Stage 3 EIS proposal will further degrade a unique inner-city Sydney suburb. Rozelle is renowned for its heritage 1800's/1900's cottage culture and village-like community. Walking to the parks, markets, shops, schools, sporting venues and pubs are the reason people choose to live here. The Stage 3 EIS proposal will geographically divide the suburb even more, giving traffic more precedence than the actual residents.

We urge you, Minister, to refuse consent for the Stage 3 EIS WestConnex M4-M5 proposals and to instead show some imagination and foresight by implementing the design and construction of a world-class metro and public transport system throughout Sydney, which the taxpayers actually really want and need - and would be only too happy to support.

Yours sincerely,

Nicole Vonwiller and Brad Gerhard
12 Percy St,
Rozelle NSW 2039

From: [REDACTED]
Sent: Wed, 11 Oct 2017 03:37:18 +0000
To: [REDACTED]
Subject: FW: Submission Details for Kathryn Michie of 1982 (object)

From: system@accelo.com On Behalf Of Kathryn Michie
Sent: Wednesday, 11 October 2017 2:37:03 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Kathryn Michie of 1982 (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kathryn Michie
 Organisation: 1982 (2037)
 [REDACTED]

Address:
 [REDACTED]

Glebe, NSW
 2037

Content:
 I am deeply concerned about several aspects of WestConnex.

From a big-picture perspective, I believe that we should be investing in public transport and creating a city for people, not cars.

However, the implementation of this road has been shameful on many levels. The forced acquisitions, offering prices well below market, the smells and noise from the construction sites literally making people ill - these processes have been terribly managed and do not fill me with confidence that further construction will be managed safely or appropriately.

Plans for construction in Annandale and Camperdown deeply concern me. The EIA is, as per previous WestConnex EIAs, impenetrable to the average reader. It also includes very vague assurances about how the impact on residents will be managed. We walk past the proposed mid-tunnel site with my two young children in the stroller regularly and my concerns are on many levels. On the small, short-term scale, I am worried about disruptions to traffic and pedestrians. I am also concerned about pollution and dust from the construction - we grow fruit and vegetables on our balcony and the beautiful Camperdown Commons, an urban farm and a significant contributor to the local economy and community is nearby. In the longer-term, I am worried about the increased pollution from more cars on the road and the concentration of pollution from the exhaust stacks. I do not understand why at the very least WestConnex has not agreed to filter the exhaust stacks.

I am appalled at the management of the process thus far and call upon the management of WestConnex and our political leaders to do better. 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. In a time where we are already seeing devastating impacts

of climate change, we need to be investing in reducing carbon emissions, not encouraging more cars onto the road!

Thank you



Submission: Online Submission from Kathryn Michie of 1982 (object)
https://majorprojects.accelo.com/?action=view_activity&id=226937

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

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

Kathryn Michie

Kathryn_michie@yahoo.com.au

Forest Lodge NSW 2037 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

We should be investing in low-carbon public transport solutions, not roads that will just lead to more traffic congestion in inner-city areas. The impacts to date on people living near the construction sites have been unacceptable.

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,

Kathryn Michie

From: [REDACTED]
Sent: Wed, 11 Oct 2017 04:12:13 +0000
To: [REDACTED]
Subject: FW: Submission Details for [REDACTED] of UTS (object)

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 3:10:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for [REDACTED] of UTS (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Organisation: UTS ()

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

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

Submission in relation to: Application Number - SSI 7485

Application name - WestConnex M4-M5 Link

Name: [REDACTED]

Address: [REDACTED]

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

Declaration: I have not made any reportable political donations in the last 2 years.

Signed: Date 11 Oct 2017

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

* Air quality - exhaust emissions

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

In 9.3 'Construction assessment methodology' of the EIS the proponent states that one of the main air pollution and amenity considerations at demolition/construction sites is increased concentrations of airborne particles and NO₂ due to exhaust emissions from on-site diesel-powered vehicles and construction equipment. In 9.3 the proponent also states that 'Exhaust emissions from on-site plant and site traffic are unlikely to have a significant impact on local air quality, and in the majority of cases they would not need to be quantitatively assessed.'

This assessment is incorrect in the case of the Darley Road Civil and Tunnel Construction site in Leichhardt and the Department of Planning must require the proponent to submit an assessment. The proponent sets out elsewhere in the EIS its plan to run spoil trucks in and out of the site via Darley Rd/James St.

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

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

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

*** Air quality - exhaust emissions**

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

Many school children alight from the light rail at this stop to get to Sydney Secondary College Leichhardt Campus. Many school children board the light rail at this stop to get to the Blackwattle Bay campus, St Scholastica's and other schools along the light rail. Many school children who attend Orange Grove Public School, Lilyfield cross the City West Link here.

These pedestrians and school children will be forced to inhale diesel fumes containing dangerous fine particulate matter day in, day out, for years. No other WestConnex Civil and Tunnel Construction site brings pedestrians and school children directly into daily contact spoil trucks and their dangerous diesel emissions. The Darley Road Civil and Tunnel Construction site in Leichhardt should not be allowed to proceed because of the health impacts from diesel exhaust.

*** Air quality - exhaust emissions**

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

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

*** Contaminated site**

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

7 Darley Road is a site which has been reported to the NSW EPA under section 60 of the CLM Act. Although NSW EPA assessed the site as not requiring regulation under the CLM Act in 16.2.14 of the EIS the proponent sets out in Table 16-15 the contaminants of potential concern that are present at Darley Rd. These are metals, polycyclic aromatic hydrocarbons, total recoverable hydrocarbons, asbestos and Volatile Organic Hydrocarbons (SVOCs).

The proponent's plan for the Darley Road Civil and Tunnel Construction site at Leichhardt involves

demolition, earthworks, construction and track-out (the transport of dust and dirt from the construction/demolition site onto the public road network on construction vehicles).

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

* Asbestos contaminated site

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

Appendix R, 4.7.8 Areas and contaminants of concern the proponent states that 'There is also potential for asbestos to be present in the fill from potential uncontrolled filling and demolition of former buildings.'

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

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

* Asbestos contaminated site

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

The proponent in identifying the potential contamination impacts at Darley Road states that:

'Previous soil investigations identified fill material with slightly elevated metals and PAHs, although the site is still suitable for ongoing commercial/industrial land use. A UST has also been decommissioned. If present and not appropriately controlled, there is potential for:

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

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

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

* Contaminated site

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable. The proponent rates contamination at this site as a medium risk yet the proponent's track record in managing these risks suggests otherwise.

- In April 2016 Marrickville Council voted to release confidential legal advice which suggested that

WestConnex had been operating for months without any legal approval, including in the handling of toxic waste and asbestos.

(<http://www.southernthunderer.com.au/westconnex-acts-illegally-in-handling-of-toxic-waste-and-asbestos/>)

- In September 2016 it was reported by the ABC that a former employee of Sydney excavation company Moits, Daniel McIntyre, has claimed the company supplied asbestos-laden road base to the WestConnex project.

(<http://www.abc.net.au/news/2016-09-01/asbestos-westconnex-allegations-labor-calls-for-works-to-stop/7803378>)

- In August 2017 it was reported by the Parramatta advertiser that Granville and Harris Park residents living in a hotspot asbestos dumping ground, who have been warned not to mow their lawns too short or dig in their back yards for fear of deadly contamination, say they are inhaling dust kicked up by WestConnex trucks.

(<http://www.dailytelegraph.com.au/newslocal/parramatta/granville-and-harris-park-residents-fear-contamination-from-asbestos-from-dust-created-by-westconnex-trucks/news-story/853d43d153da6c5edeb64d1043b00c68>)

- In August 2017 the NSW Environment Protection Authority (EPA) has fined WestConnex contractors CPB Contractors \$8,000 following an investigation into the emission of offensive odours at the St Peters Interchange worksite in March this year.

<http://www.epa.nsw.gov.au/epamedia/EPAMedia030817.htm>

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

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

* Dust emission from construction activities

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

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

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

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

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

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

Construction site at Darley Road Leichhardt because the proponent has failed to assess the impacts of all the spoil haulage routes to and from the site that SMC is considering. These include the option of staging trucks from Sydney Ports at James Craig Rd, creating an off-ramp from the City West Link near North Leichhardt Light Rail and running trucks underground in established tunnels. These spoil haulage routes will have different impacts and the proponent is obliged to identify them. The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which will allow spoil haulage directly onto the City West Link and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS. Traffic and transport - spoil haulage routes

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

The proponent only provides details of light and heavy vehicle volumes predicted to arrive and depart from construction ancillary facilities like the Civil and Tunnel Construction site at Darley Road Leichhardt during a typical AM peak hour, PM peak hour and daily period. This is an insufficient amount of information about the impacts. It does not make it clear what the impacts will be during the course of the project. It does not make it clear what the impacts will be during non-typical hours and during nonpeak hours.

I am concerned that the proponent is understating the impact of vehicle volumes by only providing information on typical AM peak hour, PM peak hour and daily period. What is typical is a subjective assessment. Leichhardt might end up with greater vehicle volumes and greater impacts because the EIS has been approved on the basis of typical AM peak hour, PM peak hour and daily period. The proponent and its agent Sydney Motorway Corporation are already undertaking identical operations at other tunnelling locations for Stages 1 and 2 of WestConnex and should be able to provide more detail about what the vehicle volumes will be at each stage of the project.

The proponent should be in a position to provide more than just typical volumes and more than just peak hour volumes. The proponent should know how many vehicles will be arriving and departing from the site on an hourly basis at the various stages of the project. The proponent should describe what a typical day would look like hour by hour in terms of vehicle arrivals and departures at specific points in the project. The proponent should describe what a non-typical day would look like and what might cause a non-typical day to occur. I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to provide sufficient detail about vehicle volumes to enable a meaningful assessment of the impacts.

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

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

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has no proposal or plan to manage the impacts in relation to construction worker parking. The impacts are clearly foreseeable yet there is no plan.

In 8.3.1 of the EIS the proponent states that 'A number of the project's staff and labour force would be expected to drive to construction sites and would therefore require car parking.' And that 'It is anticipated that construction workforce parking would be primarily provided at the following sites: Northcote Street civil site (C3a) - around 150 car parking spaces (Option A) Parramatta Road East civil site (C3b) - around 140 car parking spaces (Option B) Rozelle civil and tunnel site (C5) - around 400 car parking spaces Campbell Road civil and tunnel site (C10) - around 150 car parking spaces. These facilities would be used to provide worker parking and shuttle bus transfers to other nearby construction sites.'

It is inevitable that the main contractor and sub-contractor workers at the Darley Road civil and tunnel site

Leichhardt will not avail themselves of the parking sites and shuttle bus at these locations and that they will end up parking in streets near to the site. They will do this because it is more convenient for them to park in local streets.

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

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

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

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

- Residents will be competing for parking with both workers and commuters who already park in the streets near the light rail. Most houses in the streets near the site do not have off-street parking so residents are already pressed for parking spaces. During the renovation of the Darley Rd site for the Dan Murphys in 2016 workers parked in local roads like Charles St, Hubert St, Darley Rd and Francis St even when there was parking on site. This was of great inconvenience to residents especially those with young children and the aged. Residents had to complain to Woolworths and to the contractor Flexem on numerous occasions.

- Residents will be disturbed by workers arriving for or leaving from shifts at anti-social hours. Residents who work shifts and need to rest during the day will be disturbed by the additional noise of vehicles coming and going.

During the renovation of the Darley Rd site for the Dan Murphys in 2016 there were instances of workers parking with engines idling first thing in the morning disturbing residents.

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

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

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

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because it is inevitable that workers will end up parking in streets near to the site and this will lead to residents being disturbed by workers parking in what are otherwise quiet residential streets.

During the renovation of the Darley Rd site for the Dan Murphys in 2016 there were instances of workers parking with engines idling first thing in the morning, which disturbed residents. Residents had to complain to Woolworths and to the contractor Flexem about worker parking on numerous occasions.

In 8.3.1 of the EIS the proponent admits that 'workers starting or ending shifts very early or very late would be more likely to use private vehicles.'

This means that such workers will end up parking on our local streets. The proponent fails to provide information about the times at which such late or early shifts start or end. Charles St, Hubert St and Francis St are quiet residential streets. Generally, in the evenings after 6.30 pm there is not a lot of parking activity or through traffic. The proponent should have disclosed when the shift workers will be arriving or departing. The proponent should know this from its existing tunnelling activities at Stages 1 and 2 of the project.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because residents will be disturbed by worker parking to an unacceptable extent.

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

* Traffic and transport - construction worker parking

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to the nature of existing traffic (types and number of movements) on construction access routes (including consideration of peak traffic times and sensitive road users and parking arrangements). In 8.3.1 of the EIS the proponent states that 'A car parking strategy would be developed as part of the Construction Traffic and Access Management Plan (CTAMP) to limit impacts on parking for the surrounding communities.' It is unacceptable to proceed with the Civil and Tunnel Construction site at Darley Road Leichhardt without a parking plan in place. The proponent is already undertaking identical tunnelling activities as part of Stages 1 and 2 of the project and should be capable of providing a detailed worker parking strategy for the Darley Rd site based on its experience of similar sites with similar operations.

The proponent is not able to provide a plan for the Civil and Tunnel Construction site at Darley Road Leichhardt however, because it knows it cannot limit impacts on parking for the surrounding communities. The local community has no confidence that an adequate plan will ever be in place for the Civil and Tunnel Construction site at Darley Road Leichhardt. The experience of communities impacted by WestConnex worker parking at sites such as Northcote St Haberfield is that residents' complaints fall on deaf ears for a long time and that the responsible parties all refuse to take responsibility to solve the problem. Even when residents were able to get the Joint venture/SMC to agree to secure a worker parking site they have not taken effective action to make sure the workers actually used it. It appears that the proponent's plan for the Civil and Tunnel Construction site at Darley Road Leichhardt is to do nothing about worker parking and to wait for residents to complain and then to hold out until they get complaint fatigue and give up complaining.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because there is no plan for worker parking and as a result the residents of Charles St, Hubert St, Darley Rd and Francis St will not be able to park on their streets and will be adversely impacted by worker parking. The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which provide adequate worker parking and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

* Traffic and transport - construction worker parking

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to the nature of existing traffic (types and number of movements) on construction access routes (including consideration of peak traffic times and sensitive road users and parking arrangements).

In 8.3.1 of the EIS the proponent states that a car parking strategy would be developed as part of the Construction Traffic and Access Management Plan (CTAMP) to limit impacts on parking for the surrounding communities.

'The car parking strategy would include items such as forecasting of construction parking demand, review of existing parking supply and use on local streets in the area, impact on existing parking, consultation activities and proposed mitigation measures, such as management of workforce parking and transport, alternative parking arrangements and communication and engagement. This would include the identification of areas where there are high levels of existing parking demand around the construction ancillary facilities and works sites and identifying alternative car parking sites for use by the construction workforce. Processes for monitoring, reporting and corrective actions would also be part of the strategy.' The proponent has failed to comply with the SEARS because it simply has not bothered to come up with a plan for worker parking. It is not good enough or acceptable to leave residents in the dark about such a

significant impact of the proposal for a Civil and Tunnel Construction site at Darley Road Leichhardt. With its existing and current experience of operating similar sites for Stages 1 and 2 of the project the proponent should present its proposed Construction Traffic and Access Management Plan (CTAMP) as part of the EIS.

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

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt.

Alternatives have been identified which provide adequate worker parking and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

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

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

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

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

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

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt.

Alternatives have been identified which would avoid or minimise the use of local streets and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

*** Traffic and transport - hours of operation for spoil removal**

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

The proponent's failure stems from its contradictory and inconsistent assessment of the impacts of spoil removal from the site. In 8.3.1 of the EIS the proponent states that 'Where practical, spoil would be removed during the day, outside of peak periods.'

This is completely at odds with the proponents own figures for heavy vehicle movements in peak hour. In Table 8-42 Indicative daily and peak period construction traffic volumes it is indicated that there will be 14 heavy vehicle movements in the AM and PM peak. This is a spoil truck movement every 4 minutes. If the EIS is approved as is then the proponent's contractor will be permitted to remove spoil during peak periods and would have no constraints on the number of truck movements per hour.

No doubt in order to complete the project on time the contractor will have the maximum number of truck movements possible regardless of the impact on residents. I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because spoil trucks on Darley Rd will create traffic congestion during

peak times (which are in actual fact longer than the peak hours on which the proponent bases its analysis).

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because spoil trucks on Darley Rd will create traffic queues and will increase traffic through local streets. The proponent is the guardian of the road network and knows that this will be the result.

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

* Traffic and transport - new right hand turning lane on the City West Link to James St

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent is planning to create a right hand turning lane on the City West Link to allow construction vehicles to turn right into James Street.

This is a dangerous proposal given that it involves turning into a steep blind corner which carries a high degree of risk of collision with oncoming vehicles and with pedestrians including the many school children who cross James St at this point.

It is reckless beyond belief to plan for large number of truck and dogs to make a right -hand turn into James St from the City West Link. Even vehicles crossing the City West Link from the Lilyfield Rd side of the City West Link have a higher risk of collision or error due to the steep blind turn. This would be even higher when making a right hand turn into James St from the City West Link.

This intersection is reported as being the third most dangerous for accidents in the Inner West.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because a right hand turning lane on the City West Link to allow construction vehicles to turn right into James Street creates an unacceptable risk of death and bodily injury due to collision.

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

Darley Road Civil and Tunnel Construction - Traffic

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

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

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

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

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

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

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

- * Traffic lanes on the southern side of Darley Street would be relocated onto the existing parking lane which is geometrically unsuitable and unsafe for vehicular traffic.

- * The proposed kerbside traffic lane on the southern side of Darley Street would conflict with existing stormwater drainage inlet structures. Significant drainage works would be required to address this issue without exacerbating existing flooding problems in this area.

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

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

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

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

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

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

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

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

- * Thursday evening - some 150 vehicles/hour (in + out)

- * Friday evening - some 156 vehicles/hour (in + out)

- * midday - some 228 vehicles/hour (in + out)

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

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

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

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

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

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

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

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

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

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

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

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

- (a) Traffic lanes on the southern side of Darley Road would be relocated onto the existing parking lane which is geometrically unsuitable and unsafe for vehicular traffic.
 - (b) The proposed kerbside traffic lane on the southern side of Darley Road would conflict with existing stormwater drainage inlet structures. Significant drainage works would be required to address this issue without exacerbating existing flooding problems in this area.
 - (c) The access arrangement for the parking area on the western side of the site will create traffic conflict at the shared entry/exit driveway near Hubert Street.
 - (d) The application would result in the loss of on-street parking spaces on the southern side of Darley Road.
 - (e) The applicant has not sufficiently demonstrated that the traffic management proposal complies with the RTA requirements for works on a State Road.
 - (f) The site plans do not adequately address internal vehicle manoeuvring for large trucks accessing the 2 loading docks.
 - (g) The application has failed to demonstrate how the existing bicycle lane would be maintained.
- The application has failed to demonstrate that the proposal would not have an undue increase in traffic generation along Darley Road and the surrounding residential street network.

(a) The applicant has not sufficiently demonstrated assumptions made in their report regarding parking demand and traffic generation.

(b) The traffic generation assumption for passing or redistributed trips is not validated.

(c) The design does not adequately address the impacts from vehicle queuing in Darley Road."

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

* construction trucks travelling on the southern side of Darley Road will force traffic onto the existing parking lane which is geometrically unsuitable and unsafe for vehicular traffic.

* the construction works will conflict with existing stormwater drainage inlet structures which will exacerbating existing flooding problems in this area.

* The access arrangement for the site will create traffic conflict at the shared entry/exit driveway near Hubert Street.

* The application would result in the loss of on-street parking spaces on the southern side of Darley Road.

* There is no traffic management proposal.

* The proponent has failed to demonstrate how the existing bicycle lane would be maintained.

* The proponent has failed to demonstrate that the proposal would not have an undue increase in traffic generation along Darley Road and the surrounding residential street network.

* The proponent has failed to adequately address the impacts from vehicle queuing in Darley Road."

Impact of MOC1 on local area

I oppose the plan for a water treatment plant and an electrical substation to remain on the site of 7 Darley Rd Leichhardt after tunnel construction is complete.

This Motorway Operations Centre 1 (MOC1) is a completely inappropriate use of a site in a residential area with particular characteristics.

The character of Leichhardt is heavily influenced by the street pattern (predominantly north/south extending from Parramatta Road) and built form. The wide carriageways and regular street pattern combined with the topography and a predominance of single storey detached housing gives Leichhardt a more open character than that of Glebe or Annandale. The suburb is made up of several distinctive residential neighbourhoods including Excelsior Estate, Helsarmel, Piperston and West Leichhardt. The subject site is within the Helsarmel Distinctive Neighbourhood that is located on the northwest slope of the Leichhardt/Balmain ridge. The Helsarmel Distinctive Neighbourhood is predominated by low scale detached and semi-detached cottages that demonstrated a variety of architectural styles and building materials. Many of these dwellings are Federation or post-war styles, with scattered examples of Californian bungalows and workers cottages.

The desired future character as set out by Council is to maintain the character of the neighbourhood by keeping development complementary in architectural style, form and materials and preserve the low scale cottage character. The suburb profile allows for contemporary development that is complementary to the streetscape.

The MOC1 proposal for a tunnel water treatment plant and an electrical substation is inconsistent with the character of the neighbourhood. This is a residential neighbourhood and what is proposed will permanently degrade our neighbourhood. MOC1 will be a prominent and unwelcome eyesore.

The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt and the proposed Motorway Operations Centre 1. The proponent should identify alternative locations for water treatment and a substation including at the alternative site locations. The proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

Tunnel vertical alignments

In 5.3.6 of Chapter 5 the EIS states that 'the tunnels would generally have grades of less than four per cent. However, isolated locations connecting to the surface road network may require short lengths of steeper grades of up to eight per cent. These grades would generally match with existing conditions on local surface roads or are required to ensure appropriate ground conditions with no direct property impacts.' In 2014 the RMS Advisory Committee on Tunnel Air Quality published a technical paper (TP09) 'Evolution of road tunnels in Sydney'. The paper highlights the key lessons learnt from over 20 years of experience in assessing and operating long road tunnels as it relates to the assessment, design and operation of ventilation systems to manage air quality in and around tunnels.

A key lesson learnt identified in the paper is the need to minimise the gradient of the tunnel.

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

The unintended consequence of this change was that vehicles exiting the west bound tunnel are under significant load with multiple consequences for air emissions. Firstly, vehicle emissions per distance travelled significantly increase with increase in grade. This is especially the case for laden heavy vehicles (e.g. trucks returning from the port). Secondly the steep grade slows down heavy vehicles which contribute to congestion throughout the west bound tunnel further adding to vehicle emissions as compared to free-flowing traffic. Consequently, the Cross City and Lane Cove tunnels were designed to minimise gradients.'

As a result of this analysis the RMS concludes that a key design requirement for new road tunnel projects is to minimise grades. It is therefore astonishing that the proponent is now planning to ignore this advice and repeat the mistakes of the M5 and incorporate tunnels with inclines of up to eight per cent. These steep tunnels will have multiple direct impacts on air emissions.

- vehicle emissions per distance travelled significantly increase with increase in grade. This is especially

the case for laden heavy vehicles which the tunnel is intended to take off local roads and which are intended to be users of the tunnel

- the steep grade slows down heavy vehicles which will contribute to congestion further adding to vehicle emissions as compared to free-flowing traffic.

In conclusion the proponent should be required to redesign the tunnels so that no gradient exceeds 4%. I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Noise and disruption from construction

I object to the proposal for the Darley Road Civil and Tunnel Construction site at Leichhardt because of the noise and disruption impact it will have on residents during periods of extended construction. The proponent has a very poor track record of managing the impacts of Stages 1 and 2 of this project. In addition, the conditions of approval are so broad as to make enforcing compliance with Council or EPA regulations impossible. The protections for residents are ineffectual and the abuse of the Critical State Significant Infrastructure powers is continuous.

The reality for residents living with the Stages 1 and 2 of WestConnex is night after night of disruption and disturbance with no respite and no way of enforcing compliance. In addition, the policy for mitigation entitlements such as noise protection or respite accommodation is not transparent and is discretionary. Many residents especially the most vulnerable such as those in rental properties or in public housing are unwilling to complain about their situation.

In St Peters in mid-September 2017 the Stage 2 Joint venture's contractors were digging up pipes all one weekend, resulting in two burst water mains. They worked through Saturday night until after 1am on Sunday morning when they should have finished at 6pm on Saturday. Many of the residents were without water for much of the weekend. On Monday night at 8.30pm RMS turned up unannounced with concrete saws and jackhammers. On Tuesday night, RMS were supposed to stop at 6pm but again the work until after midnight. A resident whose bedroom was right next door to the work, posted a video of the deafening concrete saws in use after midnight with the caption "It's impossible to live here at the moment". Many local residents are unaware of the construction impacts and that there will be months of construction work which will have to take place out of hours. The EIS does not specify which works to establish the site will take place during standard construction hours.

The Department of Planning and Environment should oppose the approval of the Darley Road Civil and Tunnel Construction site at Leichhardt because alternatives are available which will have less impact on residents or which will impact fewer residents during the construction phase. These alternatives should be assessed. If not suitable then the proponent must do without a dive site. It is not acceptable to treat communities like this. The mistakes of Stages 1 and 2 should not be repeated. I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Noise and disruption from construction

I object to the proposal for the Darley Road Civil and Tunnel Construction site at Leichhardt because of the noise and disruption impact it will have on residents during periods of extended construction.

The proponent has a very poor track record of managing the impacts of Stages 1 and 2 of this project. In addition, the conditions of approval are so broad as to make enforcing compliance with Council or EPA regulations impossible. The protections for residents are ineffectual and the abuse of the Critical State Significant Infrastructure powers is continuous.

The reality for residents living with the Stages 1 and 2 of WestConnex is night after night of disruption and disturbance with no respite and no way of enforcing compliance. In addition, the policy for mitigation entitlements such as noise protection or respite accommodation is not transparent and is discretionary. Many residents especially the most vulnerable such as those in rental properties or in public housing are unwilling to complain about their situation.

In St Peters in mid-September 2017 the Stage 2 Joint venture's contractors were digging up pipes all one weekend, resulting in two burst water mains. They worked through Saturday night until after 1am on Sunday morning when they should have finished at 6pm on Saturday. Many of the residents were without water for much of the weekend. On Monday night at 8.30pm RMS turned up unannounced with concrete saws and jackhammers. On Tuesday night, RMS were supposed to stop at 6pm but again the work until after midnight. A resident whose bedroom was right next door to the work, posted a video of the deafening concrete saws in use after midnight with the caption "It's impossible to live here at the moment".

Many local residents are unaware of the construction impacts and that there will be months of construction work which will have to take place out of hours. The EIS does not specify which works to establish the site will take place during standard construction hours.

The Department of Planning and Environment should ensure that the conditions of any approval are stringent and prohibit out of hours work at the Darley Road Civil and Tunnel Construction site at Leichhardt for more than 2 nights in a row and in any two-week period.

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

Noise and disruption from construction

I object to the proposal for the Darley Road Civil and Tunnel Construction site at Leichhardt because of the noise and disruption impact it will have on residents during periods of extended construction.

The proponent has a very poor track record of managing the impacts of Stages 1 and 2 of this project. In addition, the conditions of approval are so broad as to make enforcing compliance with Council or EPA regulations impossible. The protections for residents are ineffectual and the abuse of the Critical State Significant Infrastructure powers is continuous.

The reality for residents living with the Stages 1 and 2 of WestConnex is night after night of disruption and disturbance with no respite and no way of enforcing compliance. In addition, the policy for mitigation entitlements such as noise protection or respite accommodation is not transparent and is discretionary. Many residents especially the most vulnerable such as those in rental properties or in public housing are unwilling to complain about their situation.

In St Peters in mid-September 2017 the Stage 2 Joint venture's contractors were digging up pipes all one weekend, resulting in two burst water mains. They worked through Saturday night until after 1am on Sunday morning when they should have finished at 6pm on Saturday. Many of the residents were without water for much of the weekend. On Monday night at 8.30pm RMS turned up unannounced with concrete saws and jackhammers. On Tuesday night, RMS were supposed to stop at 6pm but again the work went until after midnight. A resident whose bedroom was right next door to the work, posted a video of the deafening concrete saws in use after midnight with the caption "It's impossible to live here at the moment".

Many local residents are unaware of the construction impacts and that there will be months of construction work which will have to take place out of hours. The EIS does not specify which works to establish the site will take place during standard construction hours.

The Department of Planning and Environment should ensure that the conditions of any approval are stringent and should require the proponent to pay a pre-determined amount of ex gratia payment to residents for each night of disturbance. This should be sufficiently high to deter extended periods of out of hours work at the Darley Road Civil and Tunnel Construction site at Leichhardt.

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

Noise and disruption from construction

I object to the proposal for the Darley Road Civil and Tunnel Construction site at Leichhardt because of the noise and disruption impact it will have on residents during periods of extended construction. The proponent has a very poor track record of managing the impacts of Stages 1 and 2 of this project. In addition, the conditions of approval are so broad as to make enforcing compliance with Council or EPA regulations impossible. The protections for residents are ineffectual and the abuse of the Critical State Significant Infrastructure powers is continuous.

The reality for residents living with the Stages 1 and 2 of WestConnex is night after night of disruption and disturbance with no respite and no way of enforcing compliance. In addition, the policy for mitigation entitlements such as noise protection or respite accommodation is not transparent and is discretionary. Many residents especially the most vulnerable such as those in rental properties or in public housing are unwilling to complain about their situation.

In St Peters in mid-September 2017 the Stage 2 Joint venture's contractors were digging up pipes all one weekend, resulting in two burst water mains. They worked through Saturday night until after 1am on Sunday morning when they should have finished at 6pm on Saturday. Many of the residents were without water for much of the weekend. On Monday night at 8.30pm RMS turned up unannounced with concrete

saws and jackhammers. On Tuesday night, RMS were supposed to stop at 6pm but again the work until after midnight. A resident whose bedroom was right next door to the work, posted a video of the deafening concrete saws in use after midnight with the caption "It's impossible to live here at the moment". There are many Sydney Water pipes and Council stormwater drains in the site footprint. These are vulnerable to damage. A burst water main or broken pipe leading to water being cut off is inevitable. If the planned electrical works take place to establish a power supply to the Darley Road Civil and Tunnel Construction site at Leichhardt then disruption of power, NBN and telecoms is also inevitable. The proponent should be required to have a plan in place to keep residents' power on and to keep residents connected and should communicate this plan to residents. The plan might include portable WIFI devices or compensation for disruption. There must be a disincentive to causing disruption. The proponent should be required to have a plan in place for a burst water main which includes immediately relocating residents and providing a secondary source of water.

The proponent should be required to plan for a secondary source of water so that there is no disruption of supply. no have the Residents should be kept informed regularly about how work is going to impact them. I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

Noise and disruption from construction

I object to the proposal for the Darley Road Civil and Tunnel Construction site at Leichhardt because of the noise and vibration impact it will have on residents during periods of extended construction.

The proponent has a very poor track record of managing the impacts of Stages 1 and 2 of this project. In addition, the conditions of approval are so broad as to make enforcing compliance with Council or EPA regulations impossible. The protections for residents are ineffectual and the abuse of the Critical State Significant Infrastructure powers is continuous.

The reality for residents living with the Stages 1 and 2 of WestConnex is night after night of disruption and disturbance with no respite and no way of enforcing compliance. In addition, the policy for mitigation entitlements such as noise protection or respite accommodation is not transparent and is discretionary. Many residents especially the most vulnerable such as those in rental properties or in public housing are unwilling to complain about their situation.

In St Peters in mid-September 2017 the Stage 2 Joint venture's contractors were digging up pipes all one weekend, resulting in two burst water mains. They worked through Saturday night until after 1am on Sunday morning when they should have finished at 6pm on Saturday. Many of the residents were without water for much of the weekend. On Monday night at 8.30pm RMS turned up unannounced with concrete saws and jackhammers. On Tuesday night, RMS were supposed to stop at 6pm but again the work until after midnight. A resident whose bedroom was right next door to the work, posted a video of the deafening concrete saws in use after midnight with the caption "It's impossible to live here at the moment".

The Department of Planning and Environment should require the proponent to adopt the approach taken by the Crossrail project in the UK which is to publish the noise mitigation policy before the project begins and to identify who will be entitled to mitigation. It is unacceptable that all of these negative impacts have been identified, inadequate mitigation proposed and little effort made to plan as to how these impacts will be managed throughout the project.

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] of UTS (object)

https://majorprojects.accelo.com/?action=view_activity&id=226954

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED] <campaigns@good.do>
Sent: Wednesday, 11 October 2017 2:55 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I STRONGLY OBJECT TO THIS PROPOSAL IN ITS ENTIRETY and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below. NSW Planning must require the Proponent to properly and adequately address the impacts set out below which are not adequately addressed in the EIS. NSW Planning 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.

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. Hundreds of residents within the proposed project zone were not even notified of feedback sessions. Hundreds of submissions on the concept design, including a major one from the Inner West Council, were ignored. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that ever impact will be managed by a 'plan'.

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

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

I URGE THE SECRETARY OF NSW PLANNING TO ADVISE THE MINISTER TO REJECT THIS EIS, PUBLISH MY NAME AND SUBMISSION IN ACCORDANCE WITH THE UNDERTAKING ON YOUR WEBSITE, AND PROVIDE A WRITTEN RESPONSE TO EACH OF THE OBJECTIONS I HAVE RAISED.

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED] at [REDACTED]

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

From: [REDACTED] <campaigns@good.do>
Sent: Wednesday, 11 October 2017 3:12 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

AND Attention: Director, Infrastructure Projects, Planning Services Department of Planning and Environment, GPO Box 39, Sydney, NSW, 2001 Submission in relation to: Application Number – SSI 7485

Application name – WestConnex M4-M5 Link

Name: [REDACTED] Address: [REDACTED] Please include my personal information when publishing this submission to your website Yes / Declaration: I have not made any reportable political donations in the last 2 years.

I STRONGLY object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below. • Air quality – exhaust emissions I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable. In particular I object to the Darley Road Civil and Tunnel Construction site because of the impact it will have on health. In 9.3 'Construction assessment methodology' of the EIS the proponent states that one of the main air pollution and amenity considerations at demolition/construction sites is increased concentrations of airborne particles and NO2 due to exhaust emissions from on-site diesel-powered vehicles and construction equipment. In 9.3 the proponent also states that 'Exhaust emissions from on-site plant and site traffic are unlikely to have a significant impact on local air quality, and in the majority of cases they would not need to be quantitatively assessed.' This assessment is incorrect in the case of the Darley Road Civil and Tunnel Construction site in Leichhardt and the Department of Planning must require the proponent to submit an assessment. The proponent sets out elsewhere in the EIS its plan to run spoil trucks in and out of the site via Darley Rd/James St. A full laden truck and dog driving up the steep blind section of Darley Rd/James St will have to use high gears and high revs to get up the hill. This will take longer than for other vehicles because of the size of a truck and dog and the extensive traffic queuing that takes place at the intersection. The proponent anticipates there being a truck every 4 minutes in peak hour which coincides with the peak of foot traffic near the intersection. This means a truck every traffic light cycle. This will create unacceptable concentrations of diesel exhaust in an area used by a lot of pedestrians to get to and from the North Leichhardt light rail stop. The Darley Road Civil and Tunnel Construction site in Leichhardt should not be allowed to proceed because of the health impacts from diesel exhaust.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below. • Air quality – exhaust emissions I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable. In particular I object to the Darley Road Civil and Tunnel Construction site because of the impact it will have on health. Many school children alight from the light rail at this stop to get to Sydney Secondary College Leichhardt Campus. Many school children board the light rail at this stop to get to the Blackwattle Bay campus, St Scholastica's and other schools along the light rail. Many school children who attend Orange Grove Public School, Lilyfield cross the City West Link here. These pedestrians and school children will be forced to inhale diesel fumes containing dangerous fine particulate matter day in, day out, for years. No other WestConnex Civil and Tunnel Construction site brings pedestrians and school children directly into daily contact spoil trucks and their dangerous diesel emissions. The Darley Road Civil and Tunnel Construction site in Leichhardt should not be allowed to proceed because of the health impacts from diesel exhaust. • Air quality – exhaust emissions I object to the Darley Road Civil and Tunnel

Construction site at Leichhardt because the proponent has failed to minimise the risks to human health and the environment to the greatest extent practicable. The proponent has the option of doing without a tunnel construction site at this location either by not having a mid-point dive site or by selecting one of the alternative locations which have been identified and which allow for trucks to enter directly from the City West Link and which are well away from pedestrians and school children. I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because of the risk it will create of inhalation of fine particulate matter from diesel exhaust. The Darley Road Civil and Tunnel Construction site at Leichhardt should not be allowed to proceed because of the risk caused by diesel fumes from spoil trucks at the intersection of James St with the City West Link.

• Contaminated site I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable. 7 Darley Road is a site which has been reported to the NSW EPA under section 60 of the CLM Act. Although NSW EPA assessed the site as not requiring regulation under the CLM Act in 16.2.14 of the EIS the proponent sets out in Table 16-15 the contaminants of potential concern that are present at Darley Rd. These are metals, polycyclic aromatic hydrocarbons, total recoverable hydrocarbons, asbestos and Volatile Organic Hydrocarbons (SVOCs). The proponent's plan for the Darley Road Civil and Tunnel Construction site at Leichhardt involves demolition, earthworks, construction and track-out (the transport of dust and dirt from the construction/demolition site onto the public road network on construction vehicles). I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because of the impact that disturbance of contaminants will have on health and on property. The community should not be put at risk when a dive site is not necessary. • Asbestos contaminated site I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable. Appendix R, 4.7.8 Areas and contaminants of concern the proponent states that 'There is also potential for asbestos to be present in the fill from potential uncontrolled filling and demolition of former buildings.' The proponent's assessment is defective as it fails to identify the risk to local residents and anyone else in the neighbourhood of excavated soil containing contaminants and asbestos being blown into nearby streets and into homes and gardens of adjoining properties. The proponent's assessment is defective because having identified the presence of asbestos on the site it fails to specifically identify the potential for inhalation of asbestos either by workers or residents. I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because of the impact that disturbance of asbestos will have on health and on property. The community should not be put at risk when a dive site is not necessary. • Asbestos contaminated site I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable.

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

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

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

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

dive site is not necessary. • Contaminated site I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable. The proponent rates contamination at this site as a medium risk yet the proponent's track record in managing these risks suggests otherwise.

- In April 2016 Marrickville Council voted to release confidential legal advice which suggested that WestConnex had been operating for months without any legal approval, including in the handling of toxic waste and asbestos.

(<http://www.southernthunderer.com.au/westconnex-acts-illegally-in-handling-of-toxic-waste-and-asbestos/>)

- In September 2016 it was reported by the ABC that a former employee of Sydney excavation company Moits, Daniel McIntyre, has claimed the company supplied asbestos-laden road base to the WestConnex project.

(<http://www.abc.net.au/news/2016-09-01/asbestos-westconnex-allegations-labor-calls-for-works-to-stop/7803378>)

- In August 2017 it was reported by the Parramatta advertiser that Granville and Harris Park residents living in a hotspot asbestos dumping ground, who have been warned not to mow their lawns too short or dig in their back yards for fear of deadly contamination, say they are inhaling dust kicked up by WestConnex trucks.

(<http://www.dailytelegraph.com.au/newslocal/parramatta/granville-and-harris-park-residents-fear-contamination-from-asbestos-from-dust-created-by-westconnex-trucks/news-story/853d43d153da6c5edeb64d1043b00c68>)

- In August 2017 the NSW Environment Protection Authority (EPA) has fined WestConnex contractors CPB Contractors \$8,000 following an investigation into the emission of offensive odours at the St Peters Interchange worksite in March this year.

<http://www.epa.nsw.gov.au/epamedia/EPAMedia030817.htm>

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

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

- Dust emission from construction activities

I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because the proponent has failed to comply with the SEARS requirement in relation to Air quality, that the project is designed, constructed and operated in a manner that minimises air quality impacts (including nuisance dust and odour) to minimise risks to human health and the environment to the greatest extent practicable. The proponent appears to downplay the impact of dust emission from construction activities by stating that 'It is difficult to reliably quantify dust emissions from construction activities. Due to the variability of the weather it is impossible to predict what the weather conditions would be when specific construction activities are undertaken'. This is an astonishing statement given the fact that the proponent is undertaking identical construction activities at numerous other sites as part of Stages 1 and 2 of the project. The proponent should by now be able to reduce any risks and impacts to zero in all-weather circumstances. The proponent has failed to demonstrate that it is capable of managing risks that are capable of being managed and its proposals for the Darley Road Civil and Tunnel Construction site at Leichhardt should be rejected on this basis. The proponent appears to downplay the impact of dust emission from construction activities further by stating that 'Any effects of construction on airborne particle concentrations would also generally be temporary and relatively short-lived.' This is also an astonishing statement given that a consequence of even one exposure to asbestos is fatal lung disease, not to mention the risk to children and adults with asthma. One asthma attack can result in death. I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because it creates an unacceptable risk to the health of workers and residents due to the dust impacts from demolition and construction and in addition will cause loss of

amenity to residents. Traffic and transport – spoil haulage routes I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to route identification and scheduling of transport movements, particularly outside standard construction hours. I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to assess the impacts of all the spoil haulage routes to and from the site that SMC is considering. These include the option of staging trucks from Sydney Ports at James Craig Rd, creating an off-ramp from the City West Link near North Leichhardt Light Rail and running trucks underground in established tunnels. These spoil haulage routes will have different impacts and the proponent is obliged to identify them. The proponent should be required to abandon the Darley Road civil and tunnel site

Leichhardt. Alternatives have been identified which will allow spoil haulage directly onto the City West Link and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS. Traffic and transport – spoil haulage routes

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to route identification and scheduling of transport movements, particularly outside standard construction hours. The proponent only provides details of light and heavy vehicle volumes predicted to arrive and depart from construction ancillary facilities like the Civil and Tunnel Construction site at Darley Road Leichhardt during a typical AM peak hour, PM peak hour and daily period. This is an insufficient amount of information about the impacts. It does not make it clear what the impacts will be during the course of the project. It does not make it clear what the impacts will be during non-typical hours and during nonpeak hours.

I am concerned that the proponent is understating the impact of vehicle volumes by only providing information on typical AM peak hour, PM peak hour and daily period. What is typical is a subjective assessment. Leichhardt might end up with greater vehicle volumes and greater impacts because the EIS has been approved on the basis of typical AM peak hour, PM peak hour and daily period. The proponent and its agent Sydney Motorway Corporation are already undertaking identical operations at other tunnelling locations for Stages 1 and 2 of WestConnex and should be able to provide more detail about what the vehicle volumes will be at each stage of the project.

The proponent should be in a position to provide more than just typical volumes and more than just peak hour volumes. The proponent should know how many vehicles will be arriving and departing from the site on an hourly basis at the various stages of the project. The proponent should describe what a typical day would look like hour by hour in terms of vehicle arrivals and departures at specific points in the project. The proponent should describe what a non-typical day would look like and what might cause a non-typical day to occur. I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to provide sufficient detail about vehicle volumes to enable a meaningful assessment of the impacts. The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which will allow spoil haulage directly onto the City West Link and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

- Traffic and transport – construction worker parking I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has no proposal or plan to manage the impacts in relation to construction worker parking. The impacts are clearly foreseeable yet there is no plan.

In 8.3.1 of the EIS the proponent states that ‘A number of the project’s staff and labour force would be expected to drive to construction sites and would therefore require car parking.’ And that ‘It is anticipated that construction workforce parking would be primarily provided at the following sites: Northcote Street civil site (C3a) – around 150 car parking spaces (Option A) Parramatta Road East civil site (C3b) – around 140 car parking spaces (Option B) Rozelle civil and tunnel site (C5) – around 400 car parking spaces Campbell Road civil and tunnel site (C10) – around 150 car parking spaces. These facilities would be used to provide worker parking and shuttle bus transfers to other nearby construction sites.’

It is inevitable that the main contractor and sub-contractor workers at the Darley Road civil and tunnel site Leichhardt will not avail themselves of the parking sites and shuttle bus at these locations and that they will end up parking in streets near to the site. They will do this because it is more convenient for them to park in local streets.

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

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

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

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

During the renovation of the Darley Rd site for the Dan Murphys in 2016 there were instances of workers parking with engines idling first thing in the morning disturbing residents. I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because there is no plan for worker parking and as a result the residents of Charles St, Hubert St, Darley Rd and Francis St will not be able to park on their streets and will be adversely impacted by worker parking.

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

- Traffic and transport – construction worker parking I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because it is inevitable that workers will end up parking in streets near to the site and this will lead to residents being disturbed by workers parking in what are otherwise quiet residential streets.

During the renovation of the Darley Rd site for the Dan Murphys in 2016 there were instances of workers parking with engines idling first thing in the morning, which disturbed residents. Residents had to complain to Woolworths and to the contractor Flexem about worker parking on numerous occasions.

In 8.3.1 of the EIS the proponent admits that ‘workers starting or ending shifts very early or very late would be more likely to use private vehicles.’

This means that such workers will end up parking on our local streets. The proponent fails to provide information about the times at which such late or early shifts start or end. Charles St, Hubert St and Francis St are quiet residential streets. Generally, in the evenings after 6.30 pm there is not a lot of parking activity or through traffic. The proponent should have disclosed when the shift workers will be arriving or departing. The proponent should know this from its existing tunnelling activities at Stages 1 and 2 of the project.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because residents will be disturbed by worker parking to an unacceptable extent.

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

- Traffic and transport – construction worker parking I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess

construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to the nature of existing traffic (types and number of movements) on construction access routes (including consideration of peak traffic times and sensitive road users and parking arrangements). In 8.3.1 of the EIS the proponent states that 'A car parking strategy would be developed as part of the Construction Traffic and Access Management Plan (CTAMP) to limit impacts on parking for the surrounding communities.' It is unacceptable to proceed with the Civil and Tunnel Construction site at Darley Road Leichhardt without a parking plan in place. The proponent is already undertaking identical tunnelling activities as part of Stages 1 and 2 of the project and should be capable of providing a detailed worker par

king strategy for the Darley Rd site based on its experience of similar sites with similar operations.

The proponent is not able to provide a plan for the Civil and Tunnel Construction site at Darley Road Leichhardt however, because it knows it cannot limit impacts on parking for the surrounding communities. The local community has no confidence that an adequate plan will ever be in place for the Civil and Tunnel Construction site at Darley Road Leichhardt. The experience of communities impacted by WestConnex worker parking at sites such as Northcote St Haberfield is that residents' complaints fall on deaf ears for a long time and that the responsible parties all refuse to take responsibility to solve the problem. Even when residents were able to get the Joint venture/SMC to agree to secure a worker parking site they have not taken effective action to make sure the workers actually used it. It appears that the proponent's plan for the Civil and Tunnel Construction site at Darley Road Leichhardt is to do nothing about worker parking and to wait for residents to complain

and then to hold out until they get complaint fatigue and give up complaining.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because there is no plan for worker parking and as a result the residents of Charles St, Hubert St, Darley Rd and Francis St will not be able to park on their streets and will be adversely impacted by worker parking. The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which provide adequate worker parking and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

- Traffic and transport – construction worker parking I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to the nature of existing traffic (types and number of movements) on construction access routes (including consideration of peak traffic times and sensitive road users and parking arrangements). In 8.3.1 of the EIS the proponent states that a car parking strategy would be developed as part of the Construction Traffic and Access Management Plan (CTAMP) to limit impacts on parking for the surrounding communities. 'The car parking strategy would include items such as forecasting of construction parking demand, review of existing parking supply and use on local streets in the area, impact on existing parking, consultation activities and proposed mitigation measures, such as management of workforce parking and transport, alternative parking arrangements and communication and engagement. This would include the identification of areas where there are high levels of existing parking demand around the construction ancillary facilities and works sites and identifying alternative car parking sites for use by the construction workforce. Processes for monitoring, reporting and corrective actions would also be part of the strategy.' The proponent has failed to comply with the SEARS because it simply has not bothered to come up with a plan for worker parking. It is not good enough or acceptable to leave residents in the dark about such a significant impact of the proposal for a Civil and Tunnel Construction site at Darley Road Leichhardt. With its existing and current experience of operating similar sites for Stages 1 and 2 of the project the proponent should present its proposed Construction Traffic and Access Management Plan (CTAMP) as part of the EIS. I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because there is no plan for worker parking and as a result the residents of Charles St, Hubert St, Darley Rd and Francis St will not be able to park on their streets and will be adversely impacted by worker parking. The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt. Alternatives have been identified which provide adequate worker parking and the proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS.

- Traffic and transport – use of local roads by heavy vehicles I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to access constraints and impacts on public transport, pedestrians and cyclists. In Note 1 to Table 8-43 'Indicative access routes to and from construction ancillary facilities' the proponent states that 'Some use of local roads by heavy vehicles

delivering materials and/or equipment may also be required, however this would be minimised as far as practicable.’ The experience of residents in local streets near other tunnel construction sites such as the streets near the M4 East site at Northcote St Haberfield is that heavy and light vehicles use these local streets and cause a high level of adverse impact. The complaints relate to construction vehicles parking out local residents, idling engines, using local roads after hours and carrying rattling loads that increase the noise impact to residents. I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because if it is allowed to proceed then it is inevitable that residents of Charles St, Hubert St and Francis St, which are quiet residential streets, will experience these same very adverse impacts. Once approval is given residents will not be able to enforce a minimal level of use of local roads by light or heavy vehicles associated with the Civil and Tunnel Construction site at Darley Road. It is inevitable that minimal use will become standard use. The contractor who is appointed to the project will be allowed to use local roads and will not be able to stop sub-contractors using local roads.

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

- Traffic and transport – hours of operation for spoil removal I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent has failed to comply with the SEARS which require that the Proponent must assess construction transport and traffic (vehicle, pedestrian and cyclists) impacts in relation to access constraints and impacts on public transport, pedestrians and cyclists. The proponent’s failure stems from its contradictory and inconsistent assessment of the impacts of spoil removal from the site. In 8.3.1 of the EIS the proponent states that ‘Where practical, spoil would be removed during the day, outside of peak periods.’

This is completely at odds with the proponents own figures for heavy vehicle movements in peak hour. In Table 8-42 Indicative daily and peak period construction traffic volumes it is indicated that there will be 14 heavy vehicle movements in the AM and PM peak. This is a spoil truck movement every 4 minutes. If the EIS is approved as is then the proponent’s contractor will be permitted to remove spoil during peak periods and would have no constraints on the number of truck movements per hour.

No doubt in order to complete the project on time the contractor will have the maximum number of truck movements possible regardless of the impact on residents. I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because spoil trucks on Darley Rd will create traffic congestion during peak times (which are in actual fact longer than the peak hours on which the proponent bases its analysis).

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because spoil trucks on Darley Rd will create traffic queues and will increase traffic through local streets. The proponent is the guardian of the road network and knows that this will be the result.

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

- Traffic and transport – new right hand turning lane on the City West Link to James St I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because the proponent is planning to create a right hand turning lane on the City West Link to allow construction vehicles to turn right into James Street. This is a dangerous proposal given that it involves turning into a steep blind corner which carries a high degree of risk of collision with oncoming vehicles and with pedestrians including the many school children who cross James St at this point.

It is reckless beyond belief to plan for large number of truck and dogs to make a right -hand turn into James St from the City West Link. Even vehicles crossing the City West Link from the Lilyfield Rd side of the City West Link have a higher risk of collision or error due to the steep blind turn. This would be even higher when making a right hand turn into James St from the City West Link.

This intersection is reported as being the third most dangerous for accidents in the Inner West.

I object to the Civil and Tunnel Construction site at Darley Road Leichhardt because a right hand turning lane on the City West Link to allow construction vehicles to turn right into James Street creates an unacceptable risk of death and bodily injury due to collision.

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

Darley Road Civil and Tunnel Construction – Traffic I object to the Darley Road Civil and Tunnel Construction site at Leichhardt because of the impact it will have on traffic, parking and local residences. The grounds on which I am objecting were also the grounds for rejecting a previous development on this site, which was only approved by the Land and Environment Court with strict conditions. On 5 December 2006 the Building & Development Council of Leichhardt Council refused Development Application D/2006/311 in relation to 7 Darley Road, which was an application for alterations and additions to existing building and change of use of existing building for use as a liquor store, cafe/deli and commercial office space, new landscaping and signage. Hundreds of local residents had lodged objections to the DA. One of the grounds on which the application was refused was that the RTA did not support the access arrangements and would not allow right hand turns into the site, which is precisely what the proponent is now proposing. The following extract from the decision sets out why the RTA objected to the DA:

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

The RTA does not support the access arrangements as proposed and has advised that it is likely to create conflicts at the shared entry/exit near Hubert Street. It has been recommended that there be separate entry and exit driveways, with the entry nearest to Charles Street, and the exit at the driveway crossing near Hubert Street. The RTA has advised that these driveways must be physically restricted with left-in/left-out movements through the provision of 900mm wide concrete median islands, covering the width of each driveway and extend to a distance of 10 metres either side of each driveway crossing. The parking area along the eastern section of the site must also be restricted to left-in/left-out movements. On the advice of the RTA, no right-turn into the site is then possible, potentially encouraging west-bound traffic on Darley Road to conduct 'U-turns' at the Charles Street intersection to access the carpark, creating a conflict at that point. Council's engineers have advised that the proposed traffic management works on the Darley Street frontage have a number of deficiencies including:

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

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

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

Anecdotal evidence has suggested that traffic flow has increased on east-west thoroughfares such as Darley Road and Marion Street since the closure. Traffic generation figures supplied in the traffic report initially submitted to Council were derived strictly from the amount of carparking provided on the site. The revised traffic generation figures provided as a result of the additional parking provided on the site. It has factored that 35% of traffic to the site are passing trips. It has not accounted for spill-over traffic that cannot be accommodated on the site. These figures would appear to conflict with statement within the Social Impact Assessment (SIA) that was submitted to the LAB for approval. This document indicates that the 'catchment' for the proposed liquor outlet is considerably larger and it states "In contrast Dan Murphy's OLR's are larger format destination stores designed to appeal to a regional market ..." It has also been noted that the proposed liquor store alone would expect up to sixty (60) deliveries a week. The study derives that the likely additional traffic on the local network would be:

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

Of particular concern in this regard is that the 'No stopping' restriction required by the RTA for the northern side of Darley Road during the Thursday and Friday evening peaks, which may funnel overflow parking into the surrounding residential streets. Furthermore, the substantial increase in traffic flow at the Saturday peak may result in significant queuing at the City-West intersection as all vehicles are forced to left-turn exiting the site. On the basis of the above, the proposal is considered unsatisfactory when having regard to traffic and parking impacts." It is clear that the same traffic impacts raised by the RTA will be a consequence of the Darley Road Civil and Tunnel Construction

site at Leichhardt yet the proponent has failed to provide any detail about these impacts or how the proponent will manage these. The proponent's plan to bring 100 trucks a day into the site will result in significant queuing at the City-West intersection yet the proponent has failed to provide any detail about these impacts or how the proponent will manage these. The removal of 20 parking spaces Darley Rd and the absence of a worker parking plan will funnel overflow parking into the surrounding residential streets which are already at parking capacity yet the proponent has failed to provide any detail about these impacts or how the proponent will manage these. The following points of concern were also raised in the Council's rejection of the bottle shop DA:

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

The increase in traffic movements to the site are likely to have an undue acoustic impact on the dwellings located opposite site, particularly as a result of late-night movements. The proponent has failed to adequately address the fact that the Darley Road Civil and Tunnel Construction site at Leichhardt will have the same impacts of:

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

The proponent has failed to address the fact that the increase in traffic movements to the site are likely to have an undue acoustic impact on the dwellings located opposite site, particularly as a result of late-night movements. The proponent plans to have workers on site 24 / 7. Late night and out of hours comings and goings by vehicle are to be expected yet the proponent has failed to address the impact of these vehicle movements on local residents. The site should not be permitted to operate outside of standard constructions hours because of the noise impacts from construction vehicles, delivery vehicles and worker transportation vehicles. The following Traffic Management deficiencies were also raised in the Council's rejection of the bottle shop DA:

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

(a) Traffic lanes on the southern side of Darley Road would be relocated onto the existing parking lane which is geometrically unsuitable and unsafe for vehicular traffic.

(b) The proposed kerbside traffic lane on the southern side of Darley Road would conflict with existing stormwater drainage inlet structures. Significant drainage works would be required to address this issue without exacerbating existing flooding problems in this area. © The access arrangement for the parking area on the western side of the site will create traffic conflict at the shared entry/exit driveway near Hubert Street. (d) The application would result in the loss of on-street parking spaces on the southern side of Darley Road. (e) The applicant has not sufficiently demonstrated that the traffic management proposal complies with the RTA requirements for works on a State Road. (f) The site plans do not adequately address internal vehicle manoeuvring for large trucks accessing the 2 loading docks. (g) The application has failed to demonstrate how the existing bicycle lane would be maintained. The application has failed to demonstrate that the proposal would not have an undue increase in traffic generation along Darley Road and the surrounding residential street network. (a) The applicant has not sufficiently demonstrated assumptions made in their report regarding parking demand and traffic generation. (b) The traffic generation assumption for passing or redistributed trips is not validated. © The design does not adequately address the impacts from vehicle queuing in Darley Road." The same deficiencies are present in the proponent's EIS and the Darley Road Civil and Tunnel Construction site at Leichhardt should be rejected on the same grounds: • construction trucks travelling on the southern side of Darley Road will force traffic onto the existing parking lane which is geometrically unsuitable and unsafe for vehicular traffic. • the construction works will conflict with existing stormwater drainage inlet structures which will exacerbating existing flooding problems in this area. • The access arrangement for the site will create traffic conflict at the shared entry/exit driveway near Hubert Street. • The application would result in the loss of on-street parking spaces on the southern side of Darley Road. • There is no traffic management proposal. • The proponent has failed to demonstrate how the existing bicycle lane would be maintained. • The proponent has failed to demonstrate that the proposal would not have an undue increase in traffic generation along Darley Road and the surrounding residential street network. • The proponent has failed to adequately address the impacts from vehicle queuing in Darley Road."

Impact of MOC1 on local area I oppose the plan for a water treatment plant and an electrical substation to remain on the site of 7 Darley Rd Leichhardt after tunnel construction is complete. This Motorway Operations Centre 1 (MOC1) is a completely inappropriate use of a site in a residential area with particular characteristics. The character of Leichhardt is heavily influenced by the street pattern (predominantly north/south extending from Parramatta Road) and built form. The wide carriageways and regular street pattern combined with the topography and a predominance of single storey detached housing gives Leichhardt a more open character than that of Glebe or Annandale. The suburb is made up of several distinctive residential neighbourhoods including Excelsior Estate, Helsarmel, Piperston and West Leichhardt. The subject site is within the Helsarmel Distinctive Neighbourhood that is located on the northwest slope of the Leichhardt/Balmain ridge. The Helsarmel Distinctive Neighbourhood is predominated by low scale detached and semi-detached cottages that demonstrated a variety of architectural styles and building materials. Many of these dwellings are Federation or post-war styles, with scattered examples of Californian bungalows and workers cottages. The desired future character as set out by Council is to maintain the character of the neighbourhood by keeping development complementary in architectural style, form and materials and preserve the low scale cottage character. The suburb profile allows for contemporary development that is complementary to the streetscape.

The MOC1 proposal for a tunnel water treatment plant and an electrical substation is inconsistent with the character of the neighbourhood. This is a residential neighbourhood and what is proposed will permanently degrade our neighbourhood. MOC1 will be a prominent and unwelcome eyesore. The proponent should be required to abandon the Darley Road civil and tunnel site Leichhardt and the proposed Motorway Operations Centre 1. The proponent should identify alternative locations for water treatment and a substation including at the alternative dive site locations. The proponent has not given an adequate explanation as to why these alternatives have not been included in the EIS. Tunnel vertical alignments In 5.3.6 of Chapter 5 the EIS states that 'the tunnels would generally have grades of less than four per cent. However, isolated locations connecting to the surface road network may require short lengths of steeper grades of up to eight per cent. These grades would generally match with existing conditions on local surface roads or are required to ensure appropriate ground conditions with no direct property impacts.' In 2014 the RMS Advisory Committee on Tunnel Air Quality published a technical paper (TP09) 'Evolution of road tunnels in Sydney'. The paper highlights the key lessons learnt from over 20 years of experience in assessing and operating long road tunnels as it relates to the assessment, design and operation of ventilation systems to manage air quality in and around tunnels. A key lesson learnt identified in the paper is the need to minimise the gradient of the tunnel. 'The M5 East has a gradient of eight per cent at the exit of the westbound tunnel. The increase in gradient resulted from a late design change to facilitate the placement of tunnel spoil between Bexley Road and King Georges Road. This was to substantially reduce the number of truck movements on local roads during construction. The unintended consequence of this change was that vehicles exiting the west bound tunnel are under significant load with multiple consequences for air emissions. Firstly, vehicle emissions per distance travelled significantly increase with increase in grade. This is especially the case for laden heavy vehicles (e.g. trucks returning from the port). Secondly the steep grade slows down heavy vehicles which contribute to congestion throughout the west bound tunnel further adding to vehicle emissions as compared to free-flowing traffic. Consequently, the Cross City and Lane Cove tunnels were designed to minimise gradients. ' As a result of this analysis the RMS concludes that a key design requirement for new road tunnel projects is to minimise grades. It is therefore astonishing that the proponent is now planning to ignore this advice and repeat the mistakes of the M5 and incorporate tunnels with inclines of up to eight per cent. These steep tunnels will have multiple direct impacts on air emissions.

- vehicle emissions per distance travelled significantly increase with increase in grade. This is especially the case for laden heavy vehicles which the tunnel is intended to take off local roads and which are intended to be users of the tunnel
- the steep grade slows down heavy vehicles which will contribute to congestion further adding to vehicle emissions as compared to free-flowing traffic.

In conclusion the proponent should be required to redesign the tunnels so that no gradient exceeds 4%. I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below. Noise and disruption from construction I object to the proposal for the Darley Road Civil and Tunnel Construction site at Leichhardt because of the noise and disruption impact it will have on residents during periods of extended construction. The proponent has a very poor track record of managing the impacts of Stages 1 and 2 of this project. In addition, the conditions of approval are so broad as to make enforcing compliance with Council or EPA regulations impossible. The protections for residents are ineffectual and the abuse of the Critical State Significant Infrastructure powers is continuous. The reality for residents living with the Stages 1 and 2 of WestConnex is night after night of disruption and disturbance with no respite and no way of enforcing compliance. In addition, the policy for mitigation entitlements such as noise protection or respite accommodation is not transparent and is discretionary. Many residents especially the most vulnerable such as those in rental properties or in public housing are unwilling to complain about

their situation. In St Peters in mid-September 2017 the Stage 2 Joint venture's contractors were digging up pipes all one weekend, resulting in two burst water mains. They worked through Saturday night until after 1am on Sunday morning when they should have finished at 6pm on Saturday. Many of the residents were without water for much of the weekend. On Monday night at 8.30pm RMS turned up unannounced with concrete saws and jackhammers. On Tuesday night, RMS were supposed to stop at 6pm but again the work until after midnight. A resident whose bedroom was right next door to the work, posted a video of the deafening concrete saws in use after midnight with the caption "It's impossible to live here at the moment". Many local residents are unaware of the construction impacts and that there will be months of construction work which will have to take place out of hours. The EIS does not specify which works to establish the site will take place during standard construction hours. The Department of Planning and Environment should oppose the approval of the Darley Road Civil and Tunnel Construction site at Leichhardt because alternatives are available which will have less impact on residents or which will impact fewer residents during the construction phase. These alternatives should be assessed. If not suitable then the proponent must do without a dive site. It is not acceptable to treat communities like this. The mistakes of Stages 1 and 2 should not be repeated. I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below. Noise and disruption from construction I object to the proposal for the Darley Road Civil and Tunnel Construction site at Leichhardt because of the noise and disruption impact it will have on residents during periods of extended construction. The proponent has a very poor track record of managing the impacts of Stages 1 and 2 of this project. In addition, the conditions of approval are so broad as to make enforcing compliance with Council or EPA regulations impossible. The protections for residents are ineffectual and the abuse of the Critical State Significant Infrastructure powers is continuous. The reality for residents living with the Stages 1 and 2 of WestConnex is night after night of disruption and disturbance with no respite and no way of enforcing compliance. In addition, the policy for mitigation entitlements such as noise protection or respite accommodation is not transparent and is discretionary. Many residents especially the most vulnerable such as those in rental properties or in public housing are unwilling to complain about their situation. In St Peters in mid-September 2017 the Stage 2 Joint venture's contractors were digging up pipes all one weekend, resulting in two burst water mains. They worked through Saturday night until after 1am on Sunday morning when they should have finished at 6pm on Saturday. Many of the residents were without water for much of the weekend. On Monday night at 8.30pm RMS turned up unannounced with concrete saws and jackhammers. On Tuesday night, RMS were supposed to stop at 6pm but again the work until after midnight. A resident whose bedroom was right next door to the work, posted a video of the deafening concrete saws in use after midnight with the caption "It's impossible to live here at the moment". Many local residents are unaware of the construction impacts and that there will be months of construction work which will have to take place out of hours. The EIS does not specify which works to establish the site will take place during standard construction hours. The Department of Planning and Environment should ensure that the conditions of any approval are stringent and prohibit out of hours work at the Darley Road Civil and Tunnel Construction site at Leichhardt for more than 2 nights in a row and in any two-week period.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below. Noise and disruption from construction I object to the proposal for the Darley Road Civil and Tunnel Construction site at Leichhardt because of the noise and disruption impact it will have on residents during periods of extended construction. The proponent has a very poor track record of managing the impacts of Stages 1 and 2 of this project. In addition, the conditions of approval are so broad as to make enforcing compliance with Council or EPA regulations impossible. The protections for residents are ineffectual and the abuse of the Critical State Significant Infrastructure powers is continuous. The reality for residents living with the Stages 1 and 2 of WestConnex is night after night of disruption and disturbance with no respite and no way of enforcing compliance. In addition, the policy for mitigation entitlements such as noise protection or respite accommodation is not transparent and is discretionary. Many residents especially the most vulnerable such as those in rental properties or in public housing are unwilling to complain about their situation. In St Peters in mid-September 2017 the Stage 2 Joint venture's contractors were digging up pipes all one weekend, resulting in two burst water mains. They worked through Saturday night until after 1am on Sunday morning when they should have finished at 6pm on Saturday. Many of the residents were without water for much of the weekend. On Monday night at 8.30pm RMS turned up unannounced with concrete saws and jackhammers. On Tuesday night, RMS were supposed to stop at 6pm but again the work until after midnight. A resident whose bedroom was right next door to the work, posted a video of the deafening concrete saws in use after midnight with the caption "It's impossible to live here at the moment". Many local residents are unaware of the construction impacts and that there will be months of construction work which will have to take place out of hours. The EIS does not specify which works to establish the site will take place during standard construction hours. The Department of Planning and Environment should ensure that the conditions of any approval are stringent and should require the proponent to pay a pre-determined amount of ex gratia payment to residents for each night of disturbance. This should be sufficiently high to deter extended periods of out of hours work at the Darley Road Civil and Tunnel Construction site at Leichhardt.

I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below. Noise and disruption from construction I object to the proposal for the Darley Road Civil and Tunnel Construction site at Leichhardt because of the noise and disruption impact it will have on residents during periods of extended construction. The proponent has a very poor track record of managing the impacts of Stages 1 and 2 of this project. In addition, the conditions of approval are so broad as to make enforcing compliance with Council or EPA regulations impossible. The protections for residents are ineffectual and the abuse of the Critical State Significant Infrastructure powers is continuous. The reality for residents living with the Stages 1 and 2 of WestConnex is night after night of disruption and disturbance with no respite and no way of enforcing compliance. In addition, the policy for mitigation entitlements such as noise protection or respite accommodation is not transparent and is discretionary. Many residents especially the most vulnerable such as those in rental properties or in public housing are unwilling to complain about their situation. In St Peters in mid-September 2017 the Stage 2 Joint venture's contractors were digging up pipes all one weekend, resulting in two burst water mains. They worked through Saturday night until after 1am on Sunday morning when they should have finished at 6pm on Saturday. Many of the residents were without water for much of the weekend. On Monday night at 8.30pm RMS turned up unannounced with concrete saws and jackhammers. On Tuesday night, RMS were supposed to stop at 6pm but again the work until after midnight. A resident whose bedroom was right next door to the work, posted a video of the deafening concrete saws in use after midnight with the caption "It's impossible to live here at the moment". There are many Sydney Water pipes and Council stormwater drains in the site footprint. These are vulnerable to damage. A burst water main or broken pipe leading to water being cut off is inevitable. If the planned electrical works take place to establish a power supply to the Dar

ley Road Civil and Tunnel Construction site at Leichhardt then disruption of power, NBN and telecoms is also inevitable. The proponent should be required to have a plan in place to keep residents' power on and to keep residents connected and should communicate this plan to residents. The plan might include portable WIFI devices or compensation for disruption. There must be a disincentive to causing disruption. The proponent should be required to have a plan in place for a burst water main which includes immediately relocating residents and providing a secondary source of water.

The proponent should be required to plan for a secondary source of water so that there is no disruption of supply. no have the Residents should be kept informed regularly about how work is going to impact them. I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below. Noise and disruption from construction I object to the proposal for the Darley Road Civil and Tunnel Construction site at Leichhardt because of the noise and vibration impact it will have on residents during periods of extended construction. The proponent has a very poor track record of managing the impacts of Stages 1 and 2 of this project. In addition, the conditions of approval are so broad as to make enforcing compliance with Council or EPA regulations impossible. The protections for residents are ineffectual and the abuse of the Critical State Significant Infrastructure powers is continuous. The reality for residents living with the Stages 1 and 2 of WestConnex is night after night of disruption and disturbance with no respite and no way of enforcing compliance. In addition, the policy for mitigation entitlements such as noise protection or respite accommodation is not transparent and is discretionary. Many residents especially the most vulnerable such as those in rental properties or in public housing are unwilling to complain about their situation. In St Peters in mid-September 2017 the Stage 2 Joint venture's contractors were digging up pipes all one weekend, resulting in two burst water mains. They worked through Saturday night until after 1am on Sunday morning when they should have finished at 6pm on Saturday. Many of the residents were without water for much of the weekend. On Monday night at 8.30pm RMS turned up unannounced with concrete saws and jackhammers. On Tuesday night, RMS were supposed to stop at 6pm but again the work until after midnight. A resident whose bedroom was right next door to the work, posted a video of the deafening concrete saws in use after midnight with the caption "It's impossible to live here at the moment". The Department of Planning and Environment should require the proponent to adopt the approach taken by the Crossrail project in the UK which is to publish the noise mitigation policy before the project begins and to identify who will be entitled to mitigation. It is unacceptable that all of these negative impacts have been identified, inadequate mitigation proposed and little effort made to plan as to how these impacts will be managed throughout the project.

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

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

Attention: Director, Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Date: [REDACTED]

Address: [REDACTED]

Suburb: [REDACTED]

Postcode: [REDACTED]

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

Noise impacts

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

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

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

Highest construction noise impacts:

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

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

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

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

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

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

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

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

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

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

Name:			
Address:		Suburb	Post Code
Signature:			
Please include my personal information when publishing this submission to your website. Yes / No			
Declaration: I have not made any reportable political donations in the last 2 years.			

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

Pedestrian and cyclist movements

- I object to the EIS because it fails to describe the temporary changes to Darley Road, Leichhardt to enable access to and from the ancillary facility that would likely be required in relation to the Darley Rd site and instead allows for the final plan to be decided by the contractor.

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

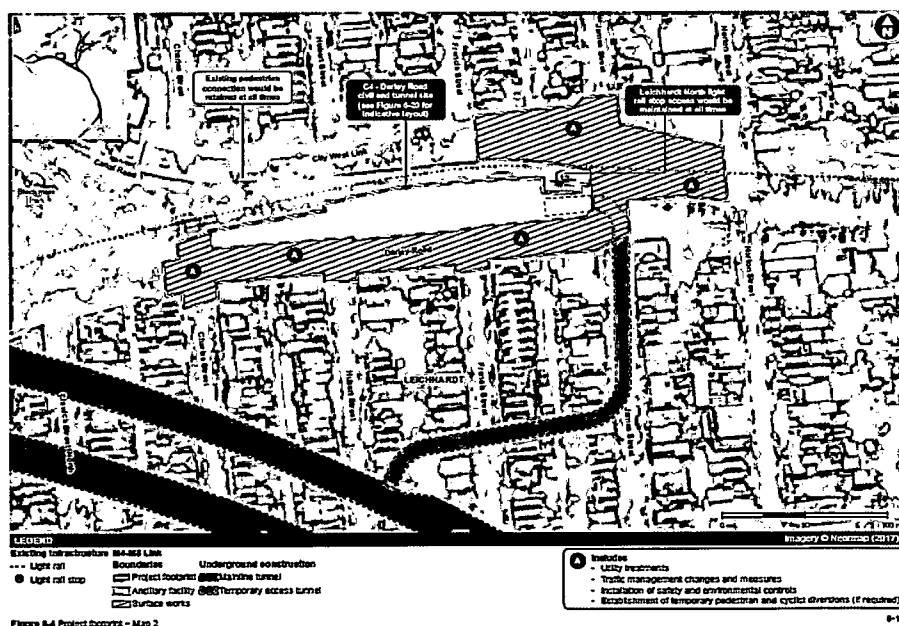
'Temporary changes to Darley Road to enable access to and from the ancillary facility would likely be required. These may include changes to line marking to provide a temporary turning lane for construction traffic and temporary diversions to the pedestrian path on the northern side of Darley Road. These would be confirmed during detailed design following the appointment of a design and construction contractor and in consideration of the safety and function of the road network, maintaining access to the Leichhardt North light rail stop and providing for continued pedestrian and cyclist movement.'

It is not clear how continued access, pedestrian and cyclist movement will be preserved and I am concerned that the impacts have not been correctly identified and assessed by the proponent.

I object to the fact that I am denied the opportunity to assess the impacts of all options. I object to the fact that I will have no right or opportunity to have input into detailed design following the appointment of a design and construction contractor.

Light rail access

- I object to the EIS because it does not guarantee that the existing access to the Leichhardt North light rail stop would be maintained at all times. Fig 6-4 indicates that only the eastern access will be maintained. This greatly disadvantages the elderly and disabled who have to walk up a steep hill to the eastern access. If the proponent cannot guarantee access to the Leichhardt North light rail stop from the existing entry points or from points that are accessible to all then the Darley Road, Leichhardt construction site should be abandoned. The proponent should be directed to find a site where its operations will not impact on users of the Light Rail.



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

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

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

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

Non-compliance with SEARS

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

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

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

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

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

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

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

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

Construction vehicle safety impacts

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

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

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

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

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

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

23.9.17

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

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

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

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

Attention Director — Transport Assessments

Application Number: SSI 7485

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

Name:

Signature:

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

Address:

Suburb:

Postcode:

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, UTS and the CBD.
9. The proposed building of a park in the area of the Goods Yard right in the middle of a large number of exit portals and **poisonous smoke stacks** borders on being criminally negligent. This new **"recreational area"** will be subject to the dangerous invisible particulates of 2.5 microns and smaller so many residents and children will be unaware that they are being poisoned. **All evidence shows that these particulates are linked with increased cases of asthma, lung disease, cancer and stroke** placing further pressure on our already overloaded health system.
10. If stage 3 of the Westconnex project is completed, it is predicted that by 2033, reductions in peak travel times from Western Sydney to the airport and to the Botany Port area will be **miniscule**. Parramatta to Sydney airport will save **10 minutes**, between Burwood and Sydney Airport the time saved will be **5 minutes** and between Silverwater and Port Botany the time saved will be **10 minutes**. These are only the best predictions put forward and time savings may in fact be much less. The whole rationale for building this wasteful **18 billion dollar** polluting project was precisely for that reason... to reduce travel times..

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

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

1. It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With massive number of extra truck **four unfiltered emissions stacks** in the area plus a **large number of exit portals**, the residents of this area will suffer greatly from **poisonous diesel particulates**. This is negligent when you consider that, the World Health Organisation in 2012 declared **diesel particulates carcinogenic**. As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments and surrounds will experience **increased traffic with associated noise and air pollution** – most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe.
2. Also, the widening of the Crescent between the city West Link and Johnston street with **an extra lane being constructed** will lead to heavy traffic congestion on a road that has **3 Primary/Infants schools**.
3. The EIS states that property damage due to ground movement "may occur, further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement and subsidence is lessened** where tunnelling is more than **35 metres underground**. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are astonishingly shallow eg **John St at 22metres Hill St at 28metres Moore St 27 metres**.(Vol 2B Appendix E Part 2) **Catherine St at 28metres**(Vol 2B Appendix E Part 1). At these shallow depths, the homes above would sustain serious structural damage and cracking.
5. Rozelle Rail Yards will have **400 car parking spaces** provided for workers(EIS). The daily workforce for these sites is stated to be approximately **550**. This means that **150 vehicles** will need to **park in nearby local streets** which are already over-subscribed during weekdays by commuters taking the light rail.
6. The removal of spoil from the Rozelle Rail Yards will lead to **the largest number of spoil truck movements** on the entire Stage 3 project: **517 Heavy truck movements a day**, of which 46 are stated to take place during peak hours.
7. **The removal of Buruwan Park** between The Crescent and Bayview Crescent/ Railway Parade, Annandale to accommodate the widening realignment of the Crescent would be a direct loss of much-needed parkland in this inner city area.
8. The proposed building of a park in the area of the Goods Yard right in the middle of a large number of exit portals and **poisonous smoke stacks** borders on being criminally negligent. This new "recreational area" children will be unaware that they are being poisoned.
9. The introduction of the EIS clearly states that the information in the EIS is "indicative of the final design" only. The reality of this statement means that the project may be completely different to stated plans in the EIS. Furthermore although the EIS indicates what is to be expected when construction begins, it also states that that only after Construction Contractors have been engaged would project designs and methodologies be finally worked out and agreed upon. This may result in **major changes to the project design and construction methodologies**. The community would have no say in this process.

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

Submission to:

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

Name:.....

Signature:.....

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.

Attn: Director – Transport Assessments

Application Number: SSI 7485

Address:.....

Application Name: WestConnex M4-M5 Link

Suburb:Postcode:

- i. The City West Link Eastbound AM and PM peak hour and other locations. "Table 7-19 shows that several locations are forecast to exceed theoretical roadway capacity with the increased background traffic and the construction traffic in the 2021 AM and PM peak hours. However, traffic on the majority of these roads would exceed their theoretical capacity even without the construction traffic, simply due to the growth in background traffic". So in the full knowledge that this area will be at capacity in 2021, massive amounts of construction traffic are going to be added for the whole construction period of 5 years. Even on completion it is stated in the EIS that traffic will be worse in this area than 'without the project'. This categorically shows that the planning of Westconnex is totally inadequate and needs major changes. It also shows that when completed Westconnex will not work. It is abundantly obvious that Rail/Metro is the only option to radically overhaul Sydney's failed transport systems
- ii. 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. With no filtration on the Westconnex tunnels these Health costs will rise substantially.
- iii. 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.
- iv. Noise mitigation – Leichhardt. The noise mitigation proposed in the EIS is unacceptable. No detail of noise walls is provided, giving residents no opportunity to comment on whether final impacts are acceptable. This is despite the fact 36 homes are identified in the EIS as severely affected by construction noise. The acoustic shed proposed is of the lowest grade and does not cover the entire site, resulting in noise impacts from the movement of trucks in and out of the tunnel access point. The highest grade acoustic shed should be provided, with the shed covering the entire site. The additional noise mitigation such as noise walls, need to be det out in detail so that residents can properly comment on the impacts.
- v. I am concerned that the AECOM, the company responsible for the EIS, always approves knocking down heritage buildings if the project requires it. It doesn't how much value it holds for the community, it must always be destroyed.
- vi. The decision to build a three-stage tollway instead of expanding public transport has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
- vii. Rozelle Interchange and surrounds will experience increased traffic with associated noise and air pollution– most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe. 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.

From: [REDACTED] <campaigns@good.do>
Sent: Monday, 16 October 2017 2:53 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

15 October, 2017 Attention: Director – Transport Assessments

Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link My family has lived in Rozelle for 20 years at our home at 24 Callan Street Rozelle represents the best of Australian communities: people care and support each other and are passionate about protecting the unique qualities of a vibrant village. The proposal identified in the EIS threatens the very fabric of our community and puts the health and safety of thousands of people at risk. 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.

Therefore I am writing to express my objection to the proposed Westconnex M4-M5 Link in the EIS for the following reasons and call on the Minister of Planning not to approve it.

1. The proposed changes at the top of Callan Street where it meets Victoria road creates a safety issue as the westbound traffic on Victoria Road will be in a 60kmh zone and will enter into Callan Street, which is a 10kmh zone. The EIS does not address how cars will be able to make this extreme change in speed as they enter Callan Street. The proposal will not provide a safe condition for drivers on Victoria Road as they approach Callan Street or pedestrians who walk on Callan Street. In addition, Callan Street is a shared zone with cars parked partially on the foot path. This creates limited area for pedestrians to walk and further exacerbates the safety issue mentioned above, putting pedestrians at risk of being hit by drivers entering into Callan Street at high speed. This is totally unacceptable.
2. The proposed substation and ventilation facility at the corner of Callan Street and Victoria road have not been adequately described in the EIS. There is no detail regarding the decibel level of noise emanating from the substation or the ventilation facility, which is likely to exceed allowable levels for a residential area. This is unacceptable and must be addressed.
3. The EIS states that in 2016 extending a tunnel link to the South side of the Gladesville Bridge was seriously considered rather than to the Iron Cove Bridge but this was shelved due to costs. This clearly identifies a major flaw in the design where massive amounts of traffic will be emptied onto the Iron Cove Bridge, which is already above capacity. The resulting bottleneck will back up traffic well within the tunnels and add to the intensity of pollution spewing out of the proposed unfiltered exhaust stacks, especially the one proposed for Victoria Road between Springside and Callan Streets. The link to the Iron Cove Bridge is neither viable, nor necessary in achieving the objectives of this flawed project and should be scrapped.
4. Should this project proceed and prior to any construction, thorough dilapidation reports must be carried out on all houses and buildings in the Rozelle area by independent dilapidation engineers and paid for by the State Government. Ongoing vibration monitoring must be carried out during construction project period and beyond. The proposal will cause significant vibrations during the construction period and likely will cause damage to my house and other dwellings and buildings in Rozelle. Compensation for damage caused and rectification and repairs to my property is to be guaranteed. I would like guarantees that future traffic usage of the tunnels will not cause vibration and noise; and if so I should be adequately compensated.
5. The EIS states that the Rozelle interchange and the surrounds of the Anzac Bridge are currently close to capacity. With the proposed project construction the area is going to be subjected to a huge increase in vehicle

movements throughout the area for 5 years. Even the 'with project' scenario states that this area will experience no improvement and if anything the current situation will be worse. This is totally unacceptable and proves that the whole project fails to deliver on its objectives. Indeed it is stated in the EIS that the only way to mitigate for this situation by 2033 is for the working population to adjust their work hours. "Due to forecast congestion, some of this traffic is predicted not to be able to start or finish their journey within the peak period. Some drivers will therefore choose to make their journey either earlier or later in the peak period to avoid delay. This behaviour is called 'peak spreading' . . ." This is a categorical

admission of failure of this complete project.

1. Rozelle Rail Yards and Rozelle Civil Site. It is clear that the most highly affected area of Stage 3 will be the Rozelle area and the massive and hugely complex Rozelle interchange. The suggestion that Westconnex is capable of building this is highly questionable. Nothing like this has been built anywhere else in the world. Considering the simple problems of dust management, noxious gasses and the handling of toxic materials like asbestos that have been so inappropriately dealt with on Stages 1 and 2 by Westconnex this intersection of Stage 3 is a disaster waiting to happen and should definitely not be allowed to proceed without a massive investigation. What has been shown in the EIS is totally inadequate for this project to be allowed to proceed.
2. 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.
3. In the EIS the Rozelle Rail Yards will have 400 car parking spaces for workers. There will be no car parking spaces at the Crescent Civil site. The daily workforce for these sites is stated to be approximately 550. This means that there will be approximately 150 additional vehicles that will not be able to park in the Construction sites on a daily basis. The EIS suggests workers use public transport. If not, they will have to park on local streets in the area. Parking is already at a premium in the surrounding suburbs and is worsening all the time with the success of the Light Rail and out of area commuters daily leaving their cars at the light rail stops. It is totally unacceptable that the local streets accommodate constructors extra vehicles on a daily basis for the construction period of 5 years in an area where parking is already at a premium.
4. There will 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. This will lead to a big increase in congestion in this area, the main route to Anzac Bridge and Victoria Rd.
5. The proposed work hours for the Rozelle Rail Yards are tunnelling and spoil handling 24 hours a day seven days a week. Civil construction Mon – Fri 7.00am – 6.00pm, Sat 8.00am -1.00 pm. There will be no night work at The Crescent Civil Site and the daytime hours are stated to be the same as at the Rozelle Rail Yards. However as has been experienced by those at Haberfield and St Peters these hours and especially late and night work have been extended and implemented when the schedule has fallen behind and this has led to physical and mental stress for many residents through interrupted sleep and loss of sleep especially with children. The roads and sites at night in the area will see a marked increase in noise from truck movements, truck reversing alarms and running machinery. It will also see a marked increase in light during the night hours with site illumination and vehicle head lights as has been experienced in other areas. These problems have not been properly

addressed and are not adequately dealt with in the EIS.

1. Many homes around the Iron Cove Link, Rozelle Rail Yards and the Crescent Civil site will be noise affected, some will be highly noise affected. The expected duration of the cumulative works is 120 weeks, almost 3 years, when noise impact will be significant so it is essential that maximum noise mitigation measures are put in place. However the EIS contains only vague details of how mitigation will be carried out. There is no requirement that measures will in fact be carried out to address noise impacts. The approval conditions need to contain specific noise mitigation measures that can be mandated and enforced.
2. 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.

3. The Rozelle Rail Yards site is the location of 3 Unfiltered Pollution Stacks. There is a fourth unfiltered stack between Callan and Springside Streets on Victoria Rd. If the Western Harbour Tunnel is built there will also be a total of 7 Tunnel Portals. Tunnel Portals are also areas of high levels of pollution. It is totally unacceptable that the Pollution Stacks are unfiltered. In 2008 Gladys Berejiklian said of Labor "It's not too late, the Government can still ensure that filtration is a possibility. World's best practice is to filter tunnels. Why won't Labor allow people to sleep at night, knowing their children aren't inhaling toxins that could jeopardize their health now or in the future?" It is totally unacceptable that the tunnels will not be filtered. Recently built tunnels in Tokyo successfully filter 98% of all pollutants. Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level t

o exposure to particulate matter of 2.5 microns and less. Particulate matter is linked with Asthma, Lung Disease, Cancer and Stroke. Paul Torzillo, Head of Respiratory medicine at Royal Prince Albert Hospital has stated that heart disease will skyrocket due to air pollution caused by Westconnex bringing more cars into the Inner West.

1. 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. With no filtration on the Westconnex tunnels these Health costs will rise substantially.
2. 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. There are already signs in tunnel locations in Sydney 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.
3. The tunnels under Rozelle/Lilyfield are going to be in three levels. The EIS does not explain what safety procedures are being built into the project to deal with situations like serious congestion, accidents or fire. With a serious hold up on the deepest of these tunnels it is clear that the air quality will very quickly become toxic unless substantial air conditioning is a major part of the design. There is no in depth detail about how these issues are going to be addressed. This is not acceptable.
4. 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 29meters. 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 surroundin

g 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.

1. The Rozelle Rail Yards are a totally inappropriate area to create a new recreational area because the area will be highly polluted by unfiltered Pollution Stacks and Tunnel Portals. In the EIS it is referred to as an idealized area. "It is envisaged that the quantum of active recreation within the Rozelle Rail Yards would be further developed by others as projects such as The Bays Precinct are developed. The concept plan provides spaces that could include an array of active recreation opportunities and even community facilities such as gardens or a school." The suggestion that this would be a suitable location for a School is totally inappropriate and demonstrates that those who have put these plans together are not in touch with reality! At a time when major World cities are doing all they can to address the dire problems of pollution this is an appalling suggestion.
2. The management of water in the Rozelle Yards is of great concern as the site is highly contaminated and the construction work that will be carried out will cause a great deal of disturbance especially once vegetation has been removed. There will be potential impacts from contaminated soils, leakage/spills of hydrocarbons and

other chemicals from machinery, vehicles transporting spoil adjacent to roads and stormwaters, rinse water from plant washing and concrete slurries. Water from tunnelling activity and other works will also introduce contaminants. The EIS says that much of this water will be treated in temporary treatment facilities and sediment tanks before being released to Whites Creek and Rozelle Bay. The EIS does not disclose what levels of pollution controls will be implemented to make sure that contaminated water is not released into White's Creek or Rozelle Bay. This is not acceptable.

3. Generally the risk of settlement is lessened where tunnelling is more than 35m. In the Rozelle area the tunnel will be at 30m in the Brockley St & Cheltenham St area, and it will be less than that in the Denison St area. Also it is planned to have another layer of tunnels above that in the Denison St area. From the cross section diagram Vol 2B appendix E part 2 the suggestion is that this higher level of tunnels will be at no more than 12m. This is of major concern. Numbers of people in the ongoing construction of Stage 1 and 2 have suffered extensive damage to their homes costing thousands of dollars to rectify caused by vibration and tunnelling activities and although they followed all the elected procedures their claims have not been settled. This is totally unacceptable. There is nothing addressing these major concerns in the EIS.
4. 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.

In summary my key Issues are: I am completely opposed to the Stage 3 WestConnex M4-M5 proposal. I completely oppose the Iron Cove Tunnel Link below Rozelle. I completely oppose the unfiltered exhaust stacks each side of Rozelle. I completely oppose the Rozelle interchange and the tunnels below my houses. I completely oppose the destruction of our suburbs; particularly Rozelle. I demand an independently prepared detailed professional dilapidation report be carried out on my houses prior to any construction progressing. I demand compensation should my houses be damaged by this proposal. I demand the State government compensate me for the loss of value of my properties, stress and anxiety caused by this proposal, inconvenience and disruption to me and my family's lives, noise, vibration, 24 hour construction activity and loss of wellbeing and quality of our lives. I implore the minister to refuse consent for the Stage 3 WestConnex M4-M5 proposals. Yours sincerely, [REDACTED]

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

Please reply to [REDACTED]

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

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:	[Handwritten Signature]
Please include/delete/cross out or circle) my personal information when publishing this submission to your website. Declaration: I have not made any reportable 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 *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.

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

Name:.....

Signature:.....

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

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

Address:.....

Suburb:Postcode:.....

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5
Link

1. 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.
2. I do not accept the finding in the Appendix P that there will be no noise exceedences during construction at Campbell Rd St Peters. There has been terrible noise during the early construction of the New M5. Why would this stop, especially given the construction is just as close to houses? Is it because the noise is already so bad that comparatively it will not be that much worse. This casts doubt on the whole noise study.
3. The presence of 170 heavy and light vehicle movements a day at this site will create an unacceptable risk to students. The EIS should not permit any truck movements near the Darley Road site. The alternative proposal which provides that all spoil trucks enter and leave from the City West link is the only proposal that should be considered.
4. The impact of the deep tunnelling for the M4-M5 link – in addition to the tunnelling for the new Sydney Metro in the same area – in the Tempe, Sydenham, St Peters, Newtown and Camperdown and beyond is an unknown hazard to the soundness of the buildings above, and given that two different tunnelling operations will take place quite close, the people in those buildings will struggle to get repairs and compensation for loss because either contractor will no doubt blame the other.
5. We 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.

6. 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.
7. 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.

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

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

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

23.9.17

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

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

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

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

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

Noise impacts

- I object to the EIS because the proponent has not provided details of the noise mitigation measures proposed in relation to the Darley Road civil and tunnel site (C4) at Leichhardt. As a result it is not possible to assess the noise impacts of the Darley Road civil and tunnel site (C4) at Leichhardt. It is unacceptable for the proponent to establish a major construction site in the middle of a residential area without a clear plan for mitigating noise impacts.

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

'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels. In addition, temporary noise mitigation measures may include noise barriers and other temporary structures such as site buildings, which would be provided to minimise noise impacts on surrounding properties.'

Darley Road civil and tunnel site (C4) will create a high level of noise impact for residents yet the proponent has not given details of the plan for mitigating this impact. The measures will be implemented only if 'reasonable and feasible' which is a subjective assessment as it does not states whether they will be assessed as reasonable from the standpoint of the proponent or the residents. What the proponent thinks is reasonable may not meet the residents expectation as to what is reasonable. The measures appear to be optional as the proponent only states that that 'may include noise barriers and other temporary structures such as site buildings'.

- I object to the EIS because the proponent has not provided a clear plan for measures that will be taken to minimise noise impacts from work within and outside of standard construction hours at the Darley Road civil and tunnel site (C4) at Leichhardt.
- I object to the EIS because the proponent has failed to take account of the fact that the demolition of 7 Darley Road, Leichhardt will remove a significant noise barrier to traffic noise from the City West Link. This will mean increased traffic noise impacts to the residents of Darley Rd, Francis St, Hubert St and Charles St.
- I object to the EIS because the proponent has failed to take account of the noise impact of fully laden spoil haulage trucks exiting the Darley Road civil and tunnel site (C4) at Leichhardt driving up the very steep blind turn at the intersection with the City West Link. The RMS should install noise measuring equipment and monitoring cameras at this location to measure noise from heavy vehicles and identify vehicles whose noise that exceeds the applicable Australian standard.
- I object to the EIS because the proponent has failed to take account of the noise impact of spoil haulage trucks using air brakes on the descent down Darley Rd off the City West Link. Heavy vehicle drivers should avoid using exhaust brakes, engine compression or 'jake' brakes near residential areas and noise-sensitive areas such as hospitals and schools, unless they are necessary for safety reasons. RMS should implement noise limits from engine compression brakes and should use roadside noise 'cameras' as an aid to enforcement at every location where WestConnex vehicles emitting engine compression brake noise might affect nearby communities.

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

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

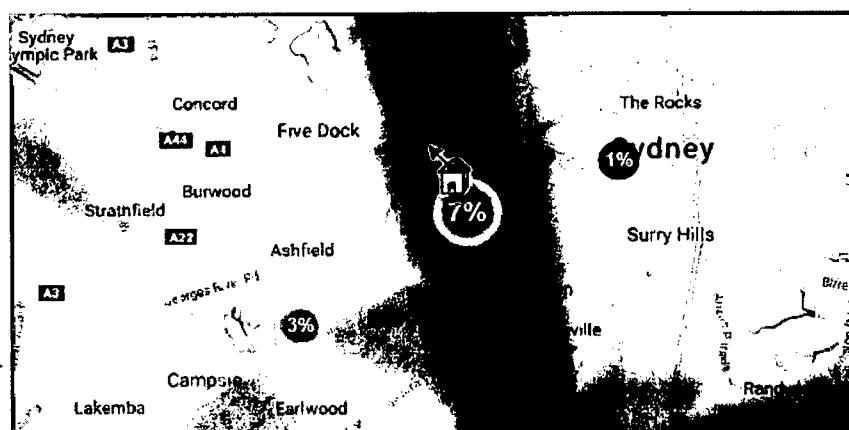
Name:			
Address:		Suburb:	
Signature:			Post Code
Please include my personal information when publishing this submission to your website Yes / No			
Declaration: I have not made any reportable political donations in the last 2 years.			

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

Cumulative impacts of aircraft emissions and spoil truck emissions

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

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



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

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

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

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

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

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

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

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

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

Name:.....

Signature:.....

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

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

Address:.....

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

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- a. The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction.(Executive Summary xviii)
- b. 602 homes and more than a thousand residents near Rozelle construction sites would be affected by noise sufficient to cause sleep disturbance even if acoustic sheds and noise walls are used..The EIS promises negotiation to provide even more mitigation on a one by one basis. This is not acceptable to me. As other projects have demonstrated, those with less bargaining power or social networks have been left more exposed. In any case, there is no certainty that additional measures would be taken or be effective.
- c. Recently Andrew Constance has been quoted numerous times promoting his vision of the transport future and some of these views are aired in the EIS but the vision put forward is highly visionary with no practical detail addressing how these changes are going to be brought about and so they are totally unrealistic. For example it is starting to be commonly accepted that car manufacturers will be reducing production of petrol/diesel cars before 2040 probably starting in 2030. It is proposed that electric cars will then take over. It is suggested that cars will be charged over night at people's homes. Virtually no one in the Inner City Suburbs has a garage. Are all the streets throughout all the suburbs going to be fitted out with charging points outside all the houses, similar to parking meters? We have all watched the shambles of the rolling out of the NBN it would be mind blowing to watch what would happen with the rolling out of charging points to each household without a garage and it would take years to achieve. There are virtually no recharging points at any Fuel Stations anywhere as yet and to set these up will take years. A large part of the population run older cars, because that is all they are able to afford. It will take many years for these petrol/diesel cars to disappear. Andrew Constance has also said that,when everyone is driving an autonomous car average speeds will be reduced but as they are not being controlled by individual drivers this will mean they will be able to travel much closer together and so there will not be so much delay caused by spread out congestion. If this is to be so perhaps the suggestion could be made that some mechanism could be employed which would enable these cars to link together; if that could be done then they could form -a TRAIN - and then really travel at speed!
- d. In the EIS the Rozelle Rail Yards will have 400 car parking spaces for workers. There will be no car parking spaces at the Crescent Civil site. The daily workforce for these sites is stated to be approximately 550. This means that there will be approximately 150 additional vehicles that will not be able to park in the Construction sites on a daily basis. The EIS suggests workers use public transport. If not, they will have to park on local streets in the area. Parking is already at a premium in the surrounding suburbs and is worsening all the time with the success of the Light Rail and out of area commuters daily leaving their cars at the light rail stops. It is totally unacceptable that the local streets accommodate constructors extra vehicles on a daily basis for the construction period of 5 years in an area where parking is already at a premium.

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 3:15:59 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]
[REDACTED]

Content:

I would like to request that the unfiltered WestConnex Iron Cove stack that is planned for Terry st be moved to a more suitable location. The current location is very close to Rozelle Public School as well as Darling St shops and many apartments close by, and will be a source of pollution to the households and especially to the children at the school. The plan to improve infrastructure in Sydney is great but it needs to be done with minimal impact on the health of those around & children are most susceptible.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=226956

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

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

From: [REDACTED]
Sent: [REDACTED]
To: [REDACTED]
Subject: FW: Submission Details
Attachments: 226995_Submission_shallow tunnelling _2017Oct11_1633.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 4:34:05 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]
 Organisation: Private (2039)
 Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

I disagree with the entire M4/M5 link, as among other reasons, I believe the first step should be better public transport.

However, if the project goes ahead, I strongly disagree with the unnecessarily shallow tunnelling underneath residential properties in Albert, Cheltenham, Denison & Foucart Streets, Rozelle, as indicated in the EIS. The EIS states that such shallow tunnelling could cause damage to properties due to settlement of up to 35 millimetres. Obviously this is extremely stressful to residents, causing serious anxiety. With this information it is too late to sell one's property and to be able to find an affordable property without relocating far from our current support networks; particularly crucial for older residents or families with young children. Please reply to my submission with reasons why these very shallow tunnels proposed cannot be as deep as all the other tunnels that are proposed throughout Rozelle. Also, please indicate what compensation and remediation is proposed. Thank you.

IP Address: - [REDACTED]
 Submission: Online Submission from [REDACTED]
https://majorprojects.accelo.com/?action=view_activity&id=226995

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

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

I disagree with the entire M4/M5 link, as among other reasons, I believe the first step should be better public transport.

However, if the project goes ahead, I strongly disagree with the unnecessarily shallow tunnelling underneath residential properties in Denison & Foucart Streets, Rozelle, as indicated in the EIS. The EIS states that such shallow tunnelling could cause damage to properties due to settlement of up to 35 millimetres. Obviously this is extremely stressful to residents, causing serious anxiety. With this information it is too late to sell one's property and to be able to find an affordable property without relocating far from our current support networks; particularly crucial for older residents or families with young children. Please reply to my submission with reasons why the very shallow tunnels proposed under Denison & Foucart Streets, Rozelle, in the EIS, cannot be as deep as all the other tunnels that are proposed throughout Rozelle. Also, please indicate what compensation and remediation is proposed. Thank you.

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

From: system@accelo.comOn Behalf Of [REDACTED]
Sent: Thursday, 12 October 2017 5:18:00 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]
 Organisation: Private (2039)
 Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:
 10 HECTARES OF GREEN SPACE WITH TREES

I object to the entire M4-M5 link going ahead as among other reasons, I believe the first step should be better public transport.

However if the project goes ahead:

I would like a guarantee that the promised 10 hectares of green space on and around the Rozelle Rail Yards site will be protected, used as green space only, and not for any other use such as apartments or parking.

I would also like a guarantee that the park will be completed no later than the rest of the project.

I suggest this parkland will include the planting of many trees to assist in cleansing the air somewhat, since the EIS proposes 3 UNFILTERED air stacks in the Rozelle Interchange area. The park is proposed to link up with Easton Park which is used for sports and has a children's playground. Incredible to think 3 unfiltered air stacks would be allowed by an Australian government, to be built in such close proximity to recreation areas.

Kindly provide replies to these 3 concerns.
 Thank you.

IP Address: - [REDACTED]
 Submission: Online Submission from [REDACTED] of Private (object)

https://majorprojects.accelo.com/?action=view_activity&id=227258

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247



PCU072592

From: [REDACTED]

9 October 2017

Attention Director
 Infrastructure Projects, Planning Services
 Department of Planning and Environment
 Application number SSI 7485
 GPO Box 39, Sydney, NSW, 2001



To Whom It May Concern,

We are deeply concerned by findings outlined in the Westconnex M4-M5 Link (the "Project") Environmental Impact Statement ("EIS").

In particular, the current Project design results in multiple tunnels beneath the area roughly bounded by Albert St, Foucart St, Cheltenham St and Denison St (the "Neighbourhood") for the Iron Cove Link, Western Harbour Tunnel links and for exhaust ventilation tunnels. The Western Harbour Tunnels are particularly concerning given they are proposed to be at an unnecessarily shallow depth of less than 10m (EIS pg 6-25, Appendix E pg 17) which is otherwise only proposed at tunnel entry and exit points. They are also for a project which is years away from approval and may never proceed.

The EIS states that the above tunnels will result in the following impacts to our Neighbourhood:

- Higher ground borne noise than recommended night time levels of 35dB for periods of up to 19 days (EIS pg 10-128 and 10-129) and "Due to the number of tunnels being constructed in this area (consecutive construction works) the duration of impacts may extend at these locations". This is highly likely to impact our sleep, mental health and comfort and is absolutely unacceptable.
- Ground movement above the preferred criteria of 20mm and up to 35mm for some properties (EIS pg 12-39, 12-44). This is highly likely to cause significant, irreversible and unacceptable structural damage to our properties.

We are outraged and demand that:

- No tunnelling of the Western Harbour Tunnel connections proceed in our Neighbourhood until that project is approved in its entirety.
- The depth of the Western Harbour Tunnel connections be increased to at a minimum, reduce ground movement settlement in this Neighbourhood to below the 20mm EIS criteria.
- Conditions of approval of the Project include clear mitigation strategies to ensure ground borne noise does not exceed the recommended night time NML of 35dB for extended periods on repeat occasions in our Neighbourhood.

Kind Regards,

PS. Please provide acknowledgement of receipt + a response to the issues within this letter. THANK YOU.

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

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Saturday, 14 October 2017 3:14:06 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]
 Organisation: Private (2039)
 Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:
 PROTECTION OF DENISON STREET, ROZELLE

I disagree with the M4-M5 link & the entire WestConnex project as I believe the first step should be better public transport.

However, if the project goes ahead:

1. Strict measures need to be taken to ensure WestConnex workmen park in a dedicated parking area; not on local roads.
2. Denison Street, Rozelle, at the Lilyfield Road end, is very close to the Rozelle Goods Yards where extensive WestConnex / Interchange work will be carried out. Easton Park is also in this vicinity. This is a social community park much used for sports, dog walking, picnics, and has a children's playground. I would like a guarantee that Denison Street, especially around Easton Park, will not be widened for any future needs, and will not be used for additional car parking for people wanting to access the bike & walking paths in the promised 10 hectare park.
3. I would like information as to what measures will be implemented to ensure that Denison Street, Rozelle, does not become a rat-run for those avoiding tolls or the tunnel from Iron Cove Bridge.

Kindly provide replies to these 3 concerns.
 Thank you.

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] of Private (object)
https://majorprojects.accelo.com/?action=view_activity&id=227525

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

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

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

From: system@acelo.com On Behalf Of [REDACTED]
Sent: Saturday, 14 October 2017 4:33:03 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]
 Organisation: Private ()
 Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:
 UNFILTERED AIR STACKS

I disagree with the M4-M5 link & the entire WestConnex project as I believe the first step should be better public transport.

However, if the project goes ahead, my submission is as follows:

The proposed M4-M5 link, the Iron Cove Tunnel, and the Cross Harbour Tunnel constitute together, one of the largest car infrastructures ever proposed to be built in the Southern Hemisphere. Given that they all culminate at the Rozelle Interchange and involve multiple underground tunnels of 6 lanes each, plus entry & exit portals - all at Rozelle - it is inconceivable that the Australian Government would allow their citizens in this area, to submit to up to FIVE UNFILTERED air stacks.

The idea given by WestConnex officers that there will be less car emissions because the cars will be underground in tunnels is an outrage to the residents in the vicinity of these proposed unfiltered air stacks. Instead of cleaner air, this community will have all the accumulated underground tunnel emissions funnelled into their environment. At the very least, if this project goes ahead, the 5 air stacks must be filtered.

Given that Easton Park is very close to the Rozelle Goods Yards, and that it's a social, community park much used for sports, dog walking, picnics, and has a well used children's playground, it is unbelievable that an Australian government would permit any UNFILTERED air stacks at the proposed nearby Interchange.

Additionally, the area including the well-used Easton Park near these proposed unfiltered air stacks, is in

a valley. On still days, or in winter with foggy mornings, the pollution from these air stacks will not disperse into atmosphere, but just hang over the community..

Kindly address a written reply to each of the following 4 concerns as to what responsibility will be taken to ensure:

1. That the Rozelle community will not victimised;
2. That their health will in no way be compromised;
3. That all air stacks will be filtered;
4. That compensation will be given to those who will be forced to sell their homes due to negatively air quality changes, or related issues.

Thank you

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] of Private (object)

https://majorprojects.accelo.com/?action=view_activity&id=227535

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

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

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. The Air quality data provided in the EIS is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
2. I am appalled to read in the EIS that more than 100 homes across the Rozelle construction sites will be severely affected by construction noise for months or even years at a time. This would include hundreds of individual residents including young children, school students and people who spend time at home during the day. The predicted levels are more than 75 decibels and high enough to produce damage over an eight hour period. Such noise levels will severely impact on the health, capacity to work and quality of life of residents. NSW Planning should not give approval to a project that could cause such impacts. Promises of potential mitigation are not enough, especially when you consider the ongoing unacceptable noise in Haberfield during the M4East construction.
3. The EIS claims to have saved Blackmore Park and Easton Park due to negative community feedback. I am concerned that this is a false claim and that this site was never really in contention due to other physical factors. I would like NSW Planning to investigate whether this claim is correct to have heeded the community is false or not.
4. The project directly affected five listed heritage items, including demolition of the stormwater canal at Rozelle. Twenty-one other statutory heritage items of State or local heritage significant would be subject to indirect impacts through vibration, settlement and visual setting. And directly affected nine individual buildings as assessed as being potential local heritage items. It is unacceptable that heritage items are removed or potentially damaged and the approval should prohibit such destruction. (Executive Summary xviii)
5. 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.
6. The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
7. 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 _____

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

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:

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

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

Name _____ Email _____ Mobile _____

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

Submission in relation to: Application Number - SSI 7485

Application name - WestConnex M4-M5 Link

Name: [REDACTED]	
Address: [REDACTED] Post Code [REDACTED]	Suburb [REDACTED]
Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes/ No	
Declaration: I have not made any reportable political donations in the last 2 years.	
Signed: [Signature]	Date 27/9/17

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

• **Air quality – exhaust emissions**

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

In 9.3 'Construction assessment methodology' of the EIS the proponent states that one of the main air pollution and amenity considerations at demolition/construction sites is increased concentrations of airborne particles and NO₂ due to exhaust emissions from on-site diesel-powered vehicles and construction equipment. In 9.3 the proponent also states that **'Exhaust emissions from on-site plant and site traffic are unlikely to have a significant impact on local air quality, and in the majority of cases they would not need to be quantitatively assessed.'**

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

The proponent sets out elsewhere in the EIS its plan to run spoil trucks in and out of the site via Darley Rd/James St.

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

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

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

Submission in relation to: Application Number - SSI 7485

Application name - WestConnex M4-M5 Link

Name:			
Address:		Suburb	
Post Code			
Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes <input type="radio"/> No			
Declaration: I have not made any reportable political donations in the last 2 years.			
Signed:		Date	27/9/17

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

- **Contaminated site**

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

7 Darley Road is a site which has been reported to the NSW EPA under section 60 of the CLM Act. Although NSW EPA assessed the site as not requiring regulation under the CLM Act in 16.2.14 of the EIS the proponent sets out in Table 16-15 the contaminants of potential concern that are present at Darley Rd. These are metals, polycyclic aromatic hydrocarbons, total recoverable hydrocarbons, asbestos and Volatile Organic Hydrocarbons (SVOCs).

The proponent's plan for the Darley Road Civil and Tunnel Construction site at Leichhardt involves demolition, earthworks, construction and track-out (the transport of dust and dirt from the construction/demolition site onto the public road network on construction vehicles).

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


- **Asbestos contaminated site**

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

Appendix R, 4.7.8 Areas and contaminants of concern the proponent states that 'There is also potential for asbestos to be present in the fill from potential uncontrolled filling and demolition of former buildings.'

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

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

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: [REDACTED]	
	Address: [REDACTED]	
Application Number: SSI 7485	Suburb: [REDACTED]	Postcode [REDACTED]
Application Name: WestConnex M4-M5 Link	Signature: 	
<p>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.</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. It is outrageous to suggest that four unfiltered stacks would be built in one area in Rozelle
2. The EIS states that property damage due to ground movement may occur. We object to the project in its entirety on this basis. The EIS states that 'settlement, induced by tunnel excavation, and groundwater drawdown, may occur in some areas along the tunnel alignment'. The risk of ground movement is lessened where tunnelling is more than 35 metres. However, some tunnelling is at less than 10 metres. This proposed tunnel alignment creates an unacceptable risk of ground movement. In addition, the EIS states that there are a number of discrete areas to the north and northwest of the Rozelle Rail Yards, to the north of Campbell Road at St Peters and in the vicinity of Lord Street at Newtown where ground water movement above 20 milliliters is predicted 'strict limits on the degree of settlement permitted would be imposed on the project' and 'damage' would be rectified at no cost to the owner. would be placed (Executive Summary, xvii -iii). The project should not be permitted to be delivered in such a way that there is a known risk to property damage that cannot be mitigated to an acceptable level of risk.
3. 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.
4. The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
5. I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.
6. 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.
7. 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.

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

Submission in relation to: Application Number - SSI 7485

Application name - WestConnex M4-M5 Link

Name:	[REDACTED]		
Address:	[REDACTED]	Suburb	[REDACTED]
Post Code	[REDACTED]		
Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / <input type="radio"/> No			
Declaration: I have not made any reportable political donations in the last 2 years.			
Signed:	[REDACTED]	Date	27/9/17

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

Noise and disruption from construction

I object to the proposal for the Darley Road Civil and Tunnel Construction site at Leichhardt because of the noise and disruption impact it will have on residents during periods of extended construction. The proponent has a very poor track record of managing the impacts of Stages 1 and 2 of this project. In addition, the conditions of approval are so broad as to make enforcing compliance with Council or EPA regulations impossible. The protections for residents are ineffectual and the abuse of the Critical State Significant Infrastructure powers is continuous.

The reality for residents living with the Stages 1 and 2 of WestConnex is night after night of disruption and disturbance with no respite and no way of enforcing compliance. In addition, the policy for mitigation entitlements such as noise protection or respite accommodation is not transparent and is discretionary. Many residents especially the most vulnerable such as those in rental properties or in public housing are unwilling to complain about their situation.

In St Peters in mid-September 2017 the Stage 2 Joint venture's contractors were digging up pipes all one weekend, resulting in two burst water mains. They worked through Saturday night until after 1am on Sunday morning when they should have finished at 6pm on Saturday. Many of the residents were without water for much of the weekend. On Monday night at 8.30pm RMS turned up unannounced with concrete saws and jackhammers. On Tuesday night, RMS were supposed to stop at 6pm but again the work until after midnight. A resident whose bedroom was right next door to the work, posted a video of the deafening concrete saws in use after midnight with the caption "It's impossible to live here at the moment". Many local residents are unaware of the construction impacts and that there will be months of construction work which will have to take place out of hours. The EIS does not specify which works to establish the site will take place during standard construction hours.

The Department of Planning and Environment should oppose the approval of the Darley Road Civil and Tunnel Construction site at Leichhardt because alternatives are available which will have less impact on residents or which will impact fewer residents during the construction phase. These alternatives should be assessed. If not suitable then the proponent must do without a dive site. It is not acceptable to treat communities like this. The mistakes of Stages 1 and 2 should not be repeated.

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 4:41:04 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:

Why is the M4M5 not tunnelling under Algie Park as originally proposed.

Instead it is tunnelling under heritage homes including mine

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED]

https://majorprojects.accelo.com/?action=view_activity&id=226997

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: Wed, 11 Oct 2017 06:16:55 +0000
To: [REDACTED]
Subject: FW: Submission Details for Peter Coombes (object)
Attachments: 227019_M4_M5 EIS_ Objection_2017Oct11_1714.pdf

From: system@accelo.com On Behalf Of Peter Coombes
Sent: Wednesday, 11 October 2017 5:15:10 PM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Peter Coombes (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Peter Coombes
[REDACTED]

Address:
[REDACTED]

Newtown, NSW
2042

Content:
Attached PDF

[REDACTED]
Submission: Online Submission from Peter Coombes (object)
https://majorprojects.accelo.com/?action=view_activity&id=227019

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

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

Subject: M4-M5 EIS - Assessment of Groundwater Withdrawal Induced Settlement on Properties

11 October 2017

M4-M5 EIS - Assessment of Groundwater Withdrawal Induced Settlement on Properties

Please note the following submission objecting to the M4-M5. We consider that the EIS has not properly assessed the construction and operational impact of the proposed project for the following reasons:

1. The EIS has not modelled the localised impact of settlement resulting from groundwater withdrawal.
2. Item 10(b) of the Secretary's Environmental Assessment Requirements (SEARs) has not been properly addressed by the EIS as property or infrastructure where the predicted settlement criteria will be exceeded have not been identified.
3. The EIS does not prescribe responsibility for a Construction Settlement Monitoring Program, but implies this may sit with the construction contractor which would be a conflict of interest.
4. An Operational Settlement Monitoring Program is not addressed in the main body of the EIS even though settlement will occur over the operational life.

These points are detailed below. Extracts from the EIS are shown in italics.

1. No Groundwater Withdrawal Induced Settlement Modelling

The EIS States that *"The preliminary assessment shows that over the majority of the tunnel alignment predicted ground movement is less than 20 millimetres which would be consistent with the criteria."* (p12-39) . This is a misleading statement as the EIS recognises the potential impact on buildings due to settlement induced by groundwater withdrawal, however the estimates of ground movement as published in Section 12 exclude the impact of groundwater drawdown, as stated:

"The preliminary assessment does not include prediction of settlement as a result of groundwater drawdown (consolidation settlement). (extract p12-40)"

The studies undertaken for the EIS predict ground water withdrawal will permanently impact ground water levels at the end of construction up to 500 metres either side of the tunnel alignment (Appendix T p xii) and up to 1.4km over the longer term in some areas. This modelling predicts that at the end of construction, steep localised cones of depression will develop beneath Newtown and St Peters within the Ashfield Shale. (P19-29),

Presumably a steep gradient causes greater differential settlement with potential damage to historic and heritage buildings in the area.

However the extent of the impacts have not been assessed because:

"The model is a regional groundwater model and is not considered appropriate for use in estimating groundwater induced settlement at a more localised level. (p19-39)"

The EIS has not modelled the localised impact of settlement resulting from groundwater withdrawal.

2. EIS Modelling Required by SEARS but Deferred to Construction Contractor

Localised modelling is possible but has been deferred to be undertaken by the construction contractor:

“A geotechnical model of representative geological and groundwater conditions would be prepared by the construction contractor prior to excavation and tunnelling for the project. The model would be used to assess predicted settlement impacts and ground movement caused by excavation and tunnelling on adjacent property and infrastructure.” (p19-39)

Localised modelling should be undertaken at the this EIS stage. The Secretary's Environmental Assessment Requirements (SEARs) requires the assessment of *“impacts from any permanent and temporary interruption of groundwater flow, including then extent of drawdown..... and the potential for settlement” (SEARS (10(b)).*

This requirement of the SEARs has not been addressed by the EIS.

3. Who is responsible for ongoing monitoring of settlement damage?

As no localised groundwater modelling has been undertaken at the EIS stage there is no transparency regarding which properties may be subject to potential exceedances of settlement criteria. The EIS does not state who will undertake the precondition surveys, how the findings will be published and who will be liable for ‘make good’ should the criteria be exceeded in practice. The EIS implies this may be the responsibility of the construction contractor which would be a clear conflict of interest.

“Pre-construction condition surveys of potentially impacted property and infrastructure would be undertaken before the commencement of construction activities that would pose a settlement risk, to determine appropriate settlement criteria to prevent damage. In the event that the geotechnical model identifies potential exceedances of settlement criteria, management measures such as appropriate support and stabilisation structures would be implemented to minimise settlement impacts on property and infrastructure. (p19-39)

A settlement monitoring program would be carried out during construction (in accordance with a Settlement Monitoring Plan) and would include a quantitative assessment to develop settlement criteria for tunnel excavation works. In the event that settlement criteria are exceeded during construction for property and infrastructure, measures would be taken to ‘make good’ or to manage the impact. (p19-39)”

The EIS must clearly prescribe responsibly for the Settlement Monitoring Program.

4. Settlement damage may continue for the operational life of the project

Groundwater withdrawal and settlement damage is likely to happen well after construction is completed.

Construction of drained tunnels beneath the water table is expected to cause long term ongoing groundwater inflow to the tunnels, inducing groundwater drawdown along the project footprint during its operation. (Appendix T p117) Soil consolidation (soil shrinkage), which is the dissipation of water from the soil as the groundwater draws down, such as due to inflow into underlying tunnels. This is a longer term effect, which may take some time to occur and causes settlement only. (P12-36)

Requirements for ongoing operational monitoring are not addressed in the main body of the EIS. Appendix T – Technical Working Paper – Groundwater, recognises the potential for ongoing property damage due to settlement with a proposed settlement monitoring program during operation. As with the construction settlement monitoring program the EIS does not state who will undertake the precondition surveys, how the findings will be published and who will be liable for ‘make good’ should the criteria be exceeded in practice. As the localised ground water modelling has not been done properties and infrastructure where exceedances of the settlement criteria are predicted are unknown.

As with construction, settlement monitoring would be undertaken during operation at properties and infrastructure where exceedances of the settlement criteria are predicted. Settlement monitoring may include the installation of settlement markers or inclinometers. In the event that settlement criteria are exceeded during operation for property and infrastructure, measures would be taken to ‘make good’ the impact. These measures would be included as part of the OEMP. (Appendix T p125)

Settlement Monitoring over the operation period must be properly addressed in the main body of the EIS.

Yours Sincerely,
Peter Coombes & Maxine Armitage
Newtown

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

From: system@accelo.com On Behalf Of [REDACTED]
Sent: Wednesday, 11 October 2017 6:26:00 PM (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

I do not want myself or my family affected by noise, pollution, traffic and vibration during construction and unfiltered emissions stack so close to our home

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

https://majorprojects.accelo.com/?action=view_activity&id=227031

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

From: [REDACTED]
Sent: Wed, 11 Oct 2017 07:31:05 +0000
To: [REDACTED]
Subject: FW: Submission Details for Jonathon Symons (comments)

From: system@accelo.com On Behalf Of Jonathon Symons
Sent: Wednesday, 11 October 2017 10:25:58 AM (UTC+10:00) Canberra, Melbourne, Sydney
[REDACTED]
Subject: Submission Details for Jonathon Symons (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jonathon Symons
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:

I strongly object to an unfiltered emissions stack being situated in Victoria Rd near the Iron Cove Bridge. I understand the need for the over all WestConnex Project but an unfiltered emissions stack is just cutting corners and is unacceptable, especially in a densely populated suburb like Rozelle.

If you have to build it, filter it. Do the right thing for our community and do not pander to developers.

[REDACTED]
Submission: Online Submission from Jonathon Symons (comments)
https://majorprojects.accelo.com/?action=view_activity&id=226813

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

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

From: [REDACTED]
Sent: Wed, 11 Oct 2017 07:43:10 +0000
To: [REDACTED]
Subject: FW: Submission Details for Alex Hickton (support)
Attachments: 227033_171011 Alex Hickton EIS Submission Iron Cove Link_2017Oct11_1841.pdf

From: system@acelo.com On Behalf Of Alex Hickton
Sent: Wednesday, 11 October 2017 6:42:14 PM (UTC+10:00) Canberra, Melbourne, Sydney
Subject: Submission Details for Alex Hickton (support)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Alex Hickton
[REDACTED]

Address:
[REDACTED]

Rozelle, NSW
2039

Content:
Dear Sir/ Madam

I have the following concerns/suggestions regarding the Iron Cove Link section of the WestConnex M4-M5 Link works:

1. Local Traffic. I have concerns around the potential closures of Callan St, Toelle St and Clubb St during the construction phase and following completion. Specifically, Springside St- a narrow and steep one-way street and McCleer St (where I live with two children who often play on Springside and McCleer St) will be utilised more for local traffic and particularly on weekends when King George Park is accessed for sport during construction and following completion

I would propose to mitigate against this increase in local traffic through Springside St and McCleer St by:

- a. Making Springside St a cul-de-sac during and post construction; AND/OR
- b. Making Manning St between Moodie St and Callan St two-way for local traffic for easier access to King George Park and Callan St, Toelle St, Clubb St and Byrnes St with traffic avoiding narrow Springside St and McCleer St.

2. Overpass/underpass. I propose an overpass or underpass at Terry St across Victoria Rd in order to increase the safe access and movement of pedestrian and bike traffic across Rozelle. The current proposal has a crossing- however this will be at lights. With the school nearby and more shops on Terry Street, an overpass or underpass eliminates the risk of pedestrians being hit by local traffic - an issue that is an ongoing problem across Victoria Rd where school children cross at Wellington and Darling St with cars blocking the pedestrian crossings which is a hazard for all pedestrians.

This would enhance the "revitalise streets for equality and mobility", "sensitive economic revitalisation", "enhance green links", "connect and provide for communities" and "integrate active transport links"

strategies of the project as indicated in 5.2.3 Iron Cove Strategies section of the M4-M5 Link Urban Design Report as part of the EIS (page 40 and 41).

Further, 5.2.5 Streetscape and Connectivity of the M4-M5 Link Urban Design Report (page 43) highlights that the widening of "Victoria Rd carriageway has the ability to exacerbate the separation between the communities of Rozelle and Balmain." By having a continuous pedestrian/bike path from Terry St across to Toelle St - this would significantly lessen this impact.

3. Ventilation Stack. The EIS stipulates a 20m stack in the middle of Victoria Rd adjacent to Terry St. Reducing the visual impact of this structure would be preferable either through reduction in height, enhanced urban design or elimination through an alternative location.

4. Opportunity Sites. The EIS indicates a number of opportunity sites for the community parallel to Victoria Rd from the top of Springside St to Byrnes St. I would like to see basketball courts, cricket nets and/or tennis courts available in that space with plenty of trees.

Regards
Alex Hickton
17 Springside St, Rozelle


Submission: Online Submission from Alex Hickton (support)

https://majorprojects.accelo.com/?action=view_activity&id=227033

Submission for Job: #7485 WestConnex M4-M5 Link

https://majorprojects.accelo.com/?action=view_job&id=7485

Site: #3247 M4-M5 Link

https://majorprojects.accelo.com/?action=view_site&id=3247

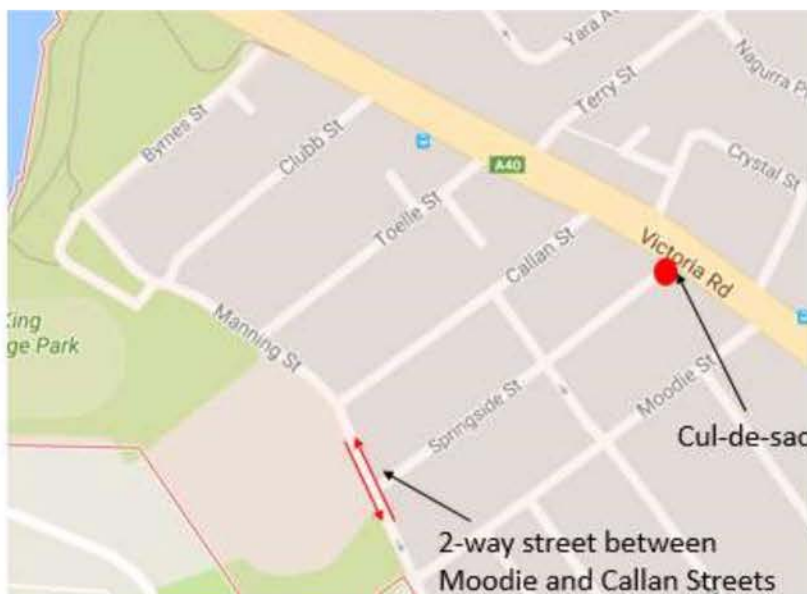
Dear Sir/ Madam

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1. **Local Traffic.** I have concerns around the potential closures of Callan St, Toelle St and Clubb St during the construction phase and following completion. Specifically, Springside St- a narrow and steep one-way street and McCleer St (where I live with two children who often play on Springside and McCleer St) will be utilised more for local traffic and particularly on weekends when King George Park is accessed for sport during construction and following completion

I would propose to mitigate against this increase in local traffic through Springside St and McCleer St by:

- a. Making Springside St a cul-de-sac during and post construction; AND/OR
- b. Making Manning St between Moodie St and Callan St two-way for local traffic for easier access to King George Park and Callan St, Toelle St, Clubb St and Byrnes St with traffic avoiding narrow Springside St and McCleer St.



Suggested changes to reduce local traffic going down narrow streets- Springside and McCleer

2. **Overpass/underpass.** I propose an overpass or underpass at Terry St across Victoria Rd in order to increase the safe access and movement of pedestrian and bike traffic across Rozelle. The current proposal has a crossing- however this will be at lights. With the school nearby and more shops on Terry Street, an overpass or underpass eliminates the risk of pedestrians being hit by local traffic – an issue that is an ongoing problem across Victoria Rd where school children cross at Wellington and Darling St with cars blocking the pedestrian crossings which is a hazard for all pedestrians.

This would enhance the “revitalise streets for equality and mobility”, “sensitive economic revitalisation”, “enhance green links”, “connect and provide for communities” and “integrate active transport links” strategies of the project as indicated in 5.2.3 Iron Cove Strategies section of the M4-M5 Link Urban Design Report as part of the EIS (page 40 and 41).

Further 5.2.5 Streetscape and Connectivity of the M4-M5 Link Urban Design Report (page 43) highlights that the widening of “Victoria Rd carriageway has the ability to exacerbate the separation

between the communities of Rozelle and Balmain.” By having a continuous pedestrian/bike path from Terry St across to Toelle St – this would significantly lessen this impact.



3. **Ventilation Stack.** The EIS stipulates a 20m stack in the middle of Victoria Rd adjacent to Terry St. Reducing the visual impact of this structure would be preferable either through reduction in height, enhanced urban design or elimination through an alternative location.

4. **Opportunity Sites.** The EIS indicates a number of opportunity sites for the community parallel to Victoria Rd from the top of Springside St to Byrnes St. I would like to see basketball courts, cricket nets and/or tennis courts available in that space with plenty of trees.

Regards

Alex Hickton

17 Springside St, Rozelle