

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

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

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

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

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

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**To:** DPE CSE Information Planning Mailbox  
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It is an absolute disgrace what is happening to Sydney and how residents homes, suburbs and communities are being destroyed and subject to these 'decisions' made by the government who live NOWHERE NEAR where any of this is happening and are COMPLETELY IGNORING the voices of all of us who are joining together to oppose what is happening to us!!! These are our homes, neighbourhoods and we did not choose to live or work in these locations and be subjected to this and have no voice or be ignored when we say NO THIS IS NOT OKAY!!!! It's time to start listening to the people whom you supposedly represent!!!

Yours sincerely, [REDACTED]

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

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

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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.

Please reconsider the plans & create better public transport infrastructure in place.

Yours sincerely, [REDACTED]

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

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I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks. I am horrified that Rozelle is proposed for one as it is close to the Bay Run which is used by thousands of local residents, including a large number of mothers with infants in prams, every day.

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[REDACTED]

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

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

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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..

Tunnelling under Emma St is planned to be less than 35 metres. The EIS acknowledges that tunnelling at 35 metres or less presents a real risk of damage to homes due to settlement [ground movements]. There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However no details or assurance as to how this will occur are provided. The project should not be approved with such tunnelling depths permitted with no detail provided about potential risk of damage and how and when it will be repaired. What happens to damaged homes if the project is privatised?

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

Attention: Director - Transport Assessments

Application No: SSI 7485

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

Postcode: [REDACTED]

I am strongly opposed to Stage 3 (M4-M5 Link) for the following reasons -

### WESTCONNEX STATED OBJECTIVES

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

### QUESTIONABLE TRAVEL

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

### SUBSIDENCE AND HOUSE DAMAGE

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

### UNFILTERED STACKS - HEALTH DANGERS

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

### PARKING CONGESTION

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

### POLLUTION - AIR/NOISE

6. The Rozelle Interchange, including the Inner West Interchange, and surrounding streets will experience **increased traffic with associated noise and air pollution** - ie at The Crescent, Johnson St and Catherine St in

Annandale/Lilyfield/Leichhardt and in Ross Street, Glebe. These streets are **already highly congested at peak times** and with a massive number of extra truck movements and traffic associated with construction, these streets will become gridlocked during peak times. Also, the widening of the Crescent between the city West Link and Johnston street with **an extra lane being constructed** will lead to heavy traffic congestion on a road that has **3 Primary/Infants schools**. Furthermore, the EIS states that the current Rozelle Interchange and surrounds of Anzac Bridge are presently close to full capacity. In fact, Anzac Bridge is **currently at maximum** capacity during peak hours. With the proposed construction, the area is going to be subjected to a huge increase in vehicle movements throughout the 5 year construction period.

#### **REMOVAL OF SPOIL - TRUCK MOVEMENTS**

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

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

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

#### **LOSS OF PARKS AND RECREATIONAL SPACE**

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

#### **PROPOSED 'PARK' in ROZELLE GOODS YARD**

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.

#### **CONSULTATION**

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

#### **SUBJECT TO CHANGE**

11. In the introduction of the EIS it clearly states that the information in the EIS is "indicative of the final design" only. The reality of this statement means that the project may be completely different to stated plans in the EIS with residents given no say in the final outcome.

For the reasons listed above the project should not go ahead and alternatives looked into that seriously takes into consideration all of the issues raised above such as has been proposed by the City of Sydney Council.



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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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Please reply to [REDACTED] at [REDACTED]

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**From:** Joseph Grech <campaigns@good.do>  
**Sent:** Thursday, 12 October 2017 6:23 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

The design is indicative at best when I go to get approval to build my house the information has to be concise why not for a government project

the concentration of exhaust stacks at Rozelle is also not great for the adjoining residents

there is no financial transparency regarding the works packages and the tendering processes...its our money

Yours sincerely, Joseph Grech

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

financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis cannot be approved.

Building on or near Victoria Rd is going to make it more busy, more unsafe to cross the road (already there has been many accidents involving pedestrians and cars when trying to legally cross this road. Adding more cars in this area can only lead to worse situations. Trucks in the area will be dangerous and noisy due its close proximity to Rozelle Public school and affect the children's learning. The unfiltered stacks are dangerous to their health and the ongoing noise levels night and day is also detrimental to theirs and everyone else's mental health and overall well being.

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

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

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

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

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Yours sincerely, [REDACTED]

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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,
- A traffic plan to maximise our children's health and safety and ability to walk to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park, and the School swim carnival at Drummoyne pool,
- Details of the impacts on bus routes and stops, and cycle paths and footpaths within 500m of construction, including but not limited to Victoria Road during construction and operation,
- Details on access to King George's Park and the Bay Run by road users, cyclists and pedestrians during construction and operation.

### Other major concerns I have include:

The proximity of the stacks to the school + unfiltered  
The increase in vehicles particularly trucks etc.  
The noise before, during + after school.  
The dust also as result of excavation etc.

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:

[Redacted 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 Name]

Address:

[Redacted Address]

Email:

[Redacted Email]

[REDACTED]

---

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

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I object to the EIS in its entirety and in particular for its impact on the suburb of St Peters and Rosebery.

I object to the decimation of trees, parks and houses to facilitate the construction of the WestConnex.

I object to the fact that so much taxpayers' money is being spent on roads rather than public transport.

Why encourage driving and its flow-on effect on emissions, street, congestion, pollution etc.? The Government should be investing in public transport and encouraging less use of cars.

I worry about the impacts on health: from pollution from ventilation stacks and increased traffic. I worry about the flow-on effect of traffic congestion on local roads.

I don't want to see our beautiful suburbs torn apart by freeways. I want to see an alternative vision based on public transport with comprehensive networks; reducing the need for cars.

Cities such as Seoul and San Francisco have removed freeways and reinvigorated neighbourhoods without increasing traffic. Even Los Angeles is investing in public transport to cure chronic congestion.

I believe the money being spent on WestConnex should have been invested in public transport, not more roads. The WestConnex motorway is the wrong transport project for Sydney's future, a report commissioned by City of Sydney Council says. The WestConnex will not deliver for taxpayers or the travelling public.

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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

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

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

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

I object to the indicative design for the Rozelle Interchange. Sydney Motorway Corporation has not been able to identify any other similar underground interchange project anywhere in the world or find a construction company to build it. This EIS should be rejected because it would be absurd to approve such a design concept without evidence that it could be constructed. I live in Rozelle where this work is proposed and am greatly concerned about tunnelling damaging my house and also keeping the household awake at night not to mention my understanding tunneling work will be conducted 24 hours a day, 7 days a week.

The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street would greatly increase during the construction period and also be greatly increased if Stage 3 were ever completed. It states that Stage 3 would do nothing to improve traffic congestion in the area, in fact it will add to the problem. Many of these areas are already congested at peak times. Even the EIS recognises that this would have a negative impact on the local area as more and more people try to avoid the congestion by using rat runs through local streets. I am particularly concerned about safe passage for children walking to school and support the need for additional footbridges or underpasses across Victoria Rd to Darling St.

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. All ventilation shafts that have been proposed for Rozelle, Lilyfield and St Peters must be filtered for PM2.5 and there should be provision of vegetation to provide a green barrier to attempt to reduce the air pollution at these sites.

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

I am also concerned by that 4-5 years of construction work will have a significant impact on the the children's physical health, stress and impact on any pre-existing respiratory conditions and lead to heart and lung disease and feel there needs to be provision of air-conditioning for all schools within 500m of construction so windows can remain shut to minimise the noise and pollution.

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. I seek a guarantee that the Iron Cove link remains toll free to avoid the creation of rat runs in Rozelle and Lilyfield by road users avoiding tolls.

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.

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 believe that public transport would be a better investment.

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

Yours sincerely, [REDACTED]

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

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

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

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

Please stop this damage to our lovely city.

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

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

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

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

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

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

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

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

financial analysts in a report to their large investors were of the view that the traffic predictions contained were unlikely to be achievable. An EIS based on inaccurate traffic analysis cannot be approved.

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

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

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



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Please reply to [REDACTED]

at [REDACTED]

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

And another one not addressed to the sec

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

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

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

Yours sincerely, [REDACTED]

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■

[REDACTED]

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**From:** [REDACTED]  
**Sent:** Friday, 13 October 2017 10:59 AM  
**To:** [REDACTED]  
**Subject:** FW: Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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**From:** John O'Herlihy [mailto:campaigns@good.do]  
**Sent:** Thursday, 12 October 2017 8:40 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

Opaque planning, opaque funding. Why are we building more roads when public transport is crumbling? This government is so short sighted. As reckless as Labor in their hey day.

Yours sincerely, John O'Herlihy Binning St, Erskineville NSW 2043, Australia

\_\_\_\_\_ This email was sent by John O'Herlihy 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 John provided an email address (emailherlo@gmail.com) which we included in the REPLY-TO field.

Please reply to John O'Herlihy at emailherlo@gmail.com.

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

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

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

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

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

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

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

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

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

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



community members and damaged the quality of life of much more. SMC has failed to comply with the environmental protection licence that it was granted as part of previous approvals. I am appalled that these odours are predicted to possibly continue if Stage 3 is approved. No community should be treated in this manner.

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

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

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

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

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

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

There is no mention of the university studies by UNSW and others that have had trained transport departments evaluate the WestConnex fiasco and label the whole thing a waste of money. The chief reason being it solves no major traffic problem – all the critical traffic areas are left as just that – critical areas. Stop this stupid exercise in public funds to private business. 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.

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: Submission Details  
**Attachments:** 227670\_WestConnex EIS Comments by [REDACTED] v5\_2017Oct15\_1739.pdf

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Sunday, 15 October 2017 5:41:19 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:

My submission is being uploaded

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (comments)

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Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

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

application number SSI 7485 – WestConnex M4-M5 Link

Submission on WestConnex: M4-M5 Link Environmental Impact Statement

This is an individual submission. I am a resident of Rozelle and will be impacted by the WestConnex M4-M5 link project.

# WestConnex: M4-M5 Link Environmental Impact Statement

## Comments and suggestions on the EIS by a resident of Rozelle

### EXECUTIVE SUMMARY

I live in close proximity to the Rozelle Goods Yards and expect to be adversely impacted by WestConnex. My comments focus almost entirely on issues related to the area around Rozelle.

Given the parameters set by the government for WestConnex, the EIS seems to at least try to address some major concerns of residents however, I am extremely concerned that the EIS is not really a document that can be relied upon because it openly admits that anything in it can be changed by the eventual contractors. So, if the EIS is not definitive then my comments on it are probably wasted effort and may be totally ignored by the contractors.

*'How would you like me to write the report, sir?' he asked. 'Make it short,' the Governor advised, 'and make it long. Make it clear and make it fuzzy. Make it short by coming right to each point. Then make it long by qualifying those points so that nobody can tell the qualifications from the points or ever figure out what we're talking about.'* Joseph Heller, *Good as Gold*.

P8-126 of the EIS effectively says that the \$20 billion project that was meant to **reduce** congestion will actually **increase congestion over what would have happened without it**. We can expect increased congestion in virtually all the routes into the city; Anzac Bridge, City West Link, the Iron Cove tunnel, and Victoria Road. And this is exactly what traffic experts and town planners have been saying.

And, as set out in P8-70, after the \$20 billion is spent, we can look forward to slower bus trips, longer walks to bus stops, and longer waiting time at bus stops. This is hardly delivering "the dream". Some of the money might have been better devoted to improving public transport such as trains.

In fact, rail and public transport would seem to have been a better way to spend the \$20 Billion (approx.) that WestConnex will cost (without the expected blowouts). However, if the project is going to be built despite objections, then some things in the EIS are **improvements** on initial concepts. These include:

- Building the M4-M5 tunnel before connecting up with the Rozelle interchanges.
- Moving this main tunnel further south and west.
- Avoiding digging up the old sediments and waste deposits in the goods yards (as much as possible)
- The introduction of the Rozelle goods yards- Iron Cove tunnel which should reduce traffic flows through Rozelle.
- Placing most of the connecting roads underground.
- Committing to low gradients to reduce exhaust emissions. (Though this is suspect given the complexity of the tunnel network).
- Turning Rozelle Goods yards into public park space.
- Introducing some serious measures to minimize flooding and discharge of sediment into Rozelle Bay

- The proposal to maintain some of the heritage features of the goods yards. (Though this has immediately been overturned by the contractors for remediation who are busy right now removing all the heritage structures). This simply re-inforces the comment above that this EIS seems to have no real standing and contractors can ignore it in practice.
- Keeping the large spoil-trucks off the secondary roads in Rozelle and utilizing the Western Distributor for access and egress to the Rozelle goods yards.
- Limiting the resumption of private residences
- Retaining Easton park for local recreation use.
- The two bridges connecting Rozelle to Annandale/Lilyfield over the City West Link.
- Improved cycle linkages.
- Maintaining the access to Terry Street from both directions on Victoria Road.
- The fact that an arboricultural assessment has been carried out to see what trees can be preserved. (Though no details are available).

Of course, there are still major concerns for me and my fellow residents of Rozelle. These include:

- The fact that the EIS can be, more or less, totally disregarded by the actual contractors

*'I know I can just about guarantee that you'll get the appointment you choose as soon as you want, although I can't promise anything. So please don't hold me to that.'* Joseph Heller. *Good as Gold*.

- The issue of all the exhaust emissions from about 15km of freeway being discharged out over Rozelle and Annandale from 4 unfiltered exhaust stacks.....three of them about 300m from my home.
- There has been some discussion that the Iron Cove exhaust stack could be eliminated. This would simply shift a greatly increased burden of exhaust pollution to the stacks in Rozelle goods yards. This is totally unacceptable.
- Residents near the Rozelle exhaust stacks with current plans are expected to absorb an unfair share of pollution, generated by vehicles domiciled in the northern beaches, hills district, the far west and other far flung parts of Sydney. A fairer system would see the polluter paying the residents of Rozelle an offset tax for the damage and health impact that they are causing. In fact this could easily be introduced by the Government through lower property rates etc. for Rozelle residents ....paid for via tolls.
- The lack of analysis of the effect of prevailing winds and calm periods on the distribution of pollutants from the exhaust vents.
- Total silence on the subject of the continuing impact on residents of the Western cross-harbour tunnel. If this starts construction as the existing EIS is coming to a close in 2023/24 then residents will be subjected to continuing disruption from construction via the Rozelle goods yards from now until around 2030....a total of 13 years of noise, dust, pollution and traffic disruption. This is totally unacceptable.
- The "immediate" removal of the two pedestrian overpasses near the intersection of Victoria Rd and the Western Distributor.
- The failure to actually improve the intersection of Victoria Rd and the Western Distributor ...through an underpass or overpass. A totally missed opportunity with the construction of a new bridge at this point

- The failure to do anything to improve the section of the Western Distributor between Anzac Bridge and Leichhardt. In fact the EIS proposes introducing another intersection with traffic lights plus provision for turning from the Western Distributor into the tunnels.
- The cavalier destruction of the beautiful small park (Buruwan Park) between The Crescent and Rozelle Bay light rail station.
- Given the failure of traffic prediction models for the M5, the Brisbane tunnels, the Sydney cross-city tunnel, one cannot have much faith in any traffic predictions relating to the WestConnex project in the inner west.
- The fact that any improvement in traffic flows from the Rozelle goods yards area to Iron Cove Bridge will be arrested by the limited capacity of Victoria Rd. on the western side of the Iron Cove Bridges. So traffic will bank up in the tunnels.
- The recognition in the report that congestion travelling into the city will be worse after the completion of the project than it would have been without the project.
- The analysis in the report that shows that bus travel times into the city will be increased, and people will have to wait longer at bus stops and walk further to bus stops.
- The recognition in the report that queues of traffic will bank up in all the main routes into the city (though not quite as far as the M4-M5 mainline link)...and presumably also in the tunnel complexes under Rozelle.
- The lack of access for traffic coming from Drummoyne to access the cross-harbour tunnel to the north. This will drive traffic from the whole of the Drummoyne peninsular to travel along Victoria Rd and Western Distributor to access the tunnel.
- The failure to provide a rail link to northern beaches instead of another freeway. This will massively increase traffic flows and toxic exhaust flows through Rozelle.
- There was a commitment and claim in the initial planning materials that gradients in the tunnels would be kept low to reduce exhaust pollution....especially from heavy trucks and buses. But the complex of tunnels proposed and the relatively short distances seems to mean that gradients near portals will be quite steep. Consequently, exhaust pollution will be greater.
- It is disappointing that there is no commitment to develop architecturally attractive and innovative infrastructure associated with the exhaust works and administration facilities.



## ISSUES AND SUGGESTIONS

In the following review and comments on the EIS I have shown the text of what appears in the EIS document (the issue is highlighted in yellow) followed by my own observations and suggestions relating to this issue (highlighted in blue). I have included the location reference also.

### EIS does not commit contractors

P iv This means the detail of the design and construction approach presented in this EIS is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.

This sounds like something from *Good as Gold* by Joseph Heller.....along the lines of:

*You know, Bruce, the EIS is a very authoritative document and contractors will have to adhere to it to the letter, except if they don't. You can rely, implicitly, on the Minister's word on that, unless he changes his mind.*

So when the contractors produce their designs (which may vary significantly from this EIS) they will not be subject to public input at all? Who is the arbiter of what would be an acceptable variation from the current plan? And who calls the contractors out when they don't meet the environmental management measures. What penalties apply? The procedures look weak and ineffectual or there are no procedures. Presumably this is supposed to be covered on P2-8 where the "Preferred infrastructure report" *may be made available to the public* if the secretary of the DP&E considers that there are significant changes.

*We're having photocopies made. We want everyone in government to read it, although we've stamped it secret so nobody can. Good as Gold. By Joseph Heller*

### Increased congestion

Pxi Where the project would connect to the existing road network, increased congestion is forecast in parts of Mascot, along Frederick Street at Haberfield, Victoria Road north of Iron Cove Bridge, Johnston Street at Annandale and on the City West Link.

The implications for those of us who live in Rozelle is that if we try to move out of Rozelle to adjoining suburbs then we will face increased congestion. This is hardly delivering on the promise to reduce congestion!

### Dust impact

Pxii the assessment found that there would be a high risk of dust impacts associated with activities in Rozelle, in particular demolition works.

So not only do we Rozelle residents face increased levels of pollution from the exhausts, we will also be subjected to increased dust impact. All possible steps to mitigate dust should be taken...including stopping work when winds are blowing towards nearby residences.

### Stack Emissions



Pxii Regulatory worst case scenarios These scenarios assessed emissions from the ventilation outlets only, with pollutant concentrations at the ventilation outlets fixed at the regulatory limits 24 hours a day, seven days a week.

Comment: What makes you so sure that the regulatory limits will not be exceeded in some circumstances in the ventilators. ? For example, where there is a fire or explosion or where ambient air pollution levels exceed the regulatory maximums (as happens with hazard reduction burning around Sydney). It seems to me that some planning and reviews should be done for events that exceed the regulatory limits.

### **Pollution concentrations**

Pxii ...there would be an increase in pollutant concentrations on Victoria Road to the north of the Iron Cove Link and near Anzac Bridge as a result of the general increase in traffic due to population growth and the project at that location.

I live near Anzac Bridge and will be subject not only to increased pollution concentrations from road traffic.due to the project....but also to increased levels of pollution from the four exhaust stacks in Rozelle. I would like to see a monitoring system in place after the project that will monitor and report continuously and publically, the levels of pollution in my immediate vicinity. (Near the intersection of Lilyfield Road and Victoria Road.

### **Tunnel gradients**

Pxiii Designing tunnels to achieve minimal gradients to reduce vehicle emissions. The tunnels would generally have a gradient 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.

Where will the tunnels have gradients greater than four percent? Presumably various parts of the tunnel complex under Rozelle...and exiting via the portals in Rozelle .....will have higher gradients than four percent and so will generate much greater levels of pollution because of this. (Presumably the relation between gradient and pollution is not linear....so an eight percent gradient will probably generate 4x or 10 x as much pollution as the four percent gradient). I am also concerned that some of these higher levels of pollution will escape directly through the portals (because that's where the gradients will be high) and will not be vented via the exhaust stacks. Can you identify publicly where these higher gradient sections will be and indicate the likely impact of them on pollution emissions?

### **Noise impact**

Pxv Marginal increases [in noise]...(1-2 dB(A)) are predicted on The Crescent and parts of Johnston Street, and also on some of the adjacent roads, such as Gordon Street.

Comment: This is supposed to be operational noise...ie when the project is operating. So why will traffic and noise be increasing on Gordon Street? It's already a narrow and crowded suburban street ...and difficult to exit from onto Victoria Road.

### **Subsidence**



P xvii 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 movement above 20 millimetres is predicted. These discrete areas generally coincide with areas of shallower tunnelling and/or where multiple tunnels are located close to each other.

Comment: A subsidence of 2 cm would seem to be sufficient to cause structural damage to many residences and to infrastructure such as sewerage, drainage, roads, gutters, fences, retaining walls etc. Can you give some details about how you propose compensating or remediating for this damage? I appreciate that there will be some before and after engineering assessments undertaken but the quantum of compensation and the procedures don't seem to have been spelled out.

### **Design of the ventilation plant and stacks.**

P xviii. A detailed review and finalisation of architectural treatment of the project operational infrastructure, including ventilation facilities, would be undertaken during detailed design.

It is encouraging that there is acknowledgement of the fact that architectural treatment (is this different to design?) is warranted for the project infrastructure but it would be a definite improvement if there was some sort of commitment to excellence of design with these facilities.

The Bays Precinct planners have been talking about the opportunity *"to create stunning waterfront destinations and to deliver the kind of public spaces, promenades and workplaces that we can all be proud of"*. I think it is important that the planners and engineers for the WestConnex project have a similar vision for the transformation of the Rozelle Goods Yards.

If we are obliged to have a source of pollution in our neighborhood then can we at least have some inspired architecture? We have the local example of the incinerator designed by Walter Burley Griffin in Glebe .....which is now a heritage site.



This shows that good architects can bring beauty to industrial objects. So please, let's have some beautiful structures for the ventilation and management works ...not just a shed with three chimneys sticking out the top. Perhaps this could be let out for an architectural competition and the best design selected, rather than being designed (with the greatest respect) within the Westconnex drafting rooms.

Surely we can do a lot better than this!



Maybe something like this (from NZ):





## **Disturbance of contaminated soils**

P xx In particular, the project may disturb contaminated sites at locations where construction ancillary facilities are proposed to be established, including within the Rozelle Rail Yards and adjacent to The Crescent.

As the Rozelle goods yards area was formerly devoted to abattoirs and tanneries and other activities associated with abattoirs, it might be prudent to take some measures to protect workers and nearby residents from anthrax infection. Anthrax is a bacterial disease usually passed from livestock or carcasses and skins and potentially fatal to humans, though it can be treated with antibiotics.

The Anthrax spores can lie dormant in the soil for very long periods (in excess of one hundred years) and the spores can be stirred up, especially with dusty excavations and can be carried by the wind and breathed in by humans. One would expect that the most vulnerable people would be the workers on the site followed by surrounding residents.

It should be possible to sample and test for anthrax spores (See WHO text<sup>1</sup>) but variability and age of the site would not really engender confidence in any results from such testing. But certainly people likely to be exposed should be given facemasks and instructions about the symptoms and courses of action to be taken if infected. Unfortunately the symptoms in humans can often be mistaken for the flu so it would be advisable for staff to be aware of the possibility of anthrax infection and maybe have a protocol for handling people with flu-like symptoms.

I note that the acid sulphate soils and other contamination such as by asbestos and chemicals in the Rozelle Goods yards and surroundings will be the subject of special plans and treatment.

## **Tree inventory**

Pxxii An arboricultural assessment has been carried out based on the concept design to identify trees that would be impacted by construction. The majority of potentially impacted trees are as a result of the proposed works in Rozelle. Further investigations would be carried out during detailed design to confirm if any trees could be retained.

It is pleasing to note that this is being done. It is a simple move but it may still require some enforcement to prevent contractors arbitrarily removing trees. This inventory should be publicly available otherwise it is too easy for trees to be "pruned", or simply removed and the public will be none the wiser. There needs to be transparency.

## **Potential for flooding**

P xxvi one extreme risk of flooding at Rozelle as a result of intense rainfall combined with sea level rise and an increase in extreme storm surges into Rozelle Bay. ....Following the risk assessment, the design has been modified.....

It is pleasing to note that the flooding risk has been taken seriously and acted upon.

## **Construction overlap with Western harbour tunnel and Beaches Link**

Pxxvii Construction of the project may also overlap construction of the proposed future Western Harbour Tunnel and Beaches Link project, which is anticipated to be carried out from an area within the Rozelle civil and tunnel site (C5) (when no longer needed for M4-M5 Link construction). Cumulative impacts from the concurrent construction of these two projects would predominantly comprise a minor worsening of the performance of the road network along City West Link

Clearly, any activity which worsens the performance of the City West link network is a major problem. However, the alternative (of not starting the Cross harbour tunnel until the M4 M5 project is complete) is likely to push the final completion date for the Cross-harbour tunnel out until around



2030. This means subjecting me and my neighbours to some 13 years of continuous noise, dust, congestion and pollution. This is clearly unreasonable.

### Plume rise assessment

P2-14 The exhaust plumes from all of the ventilation facilities have the potential to penetrate either or both the OLS or PANS-OPS levels. The project has been designed to satisfy requirements set by DIRD in relation to erected structures (such as ventilation outlets), equipment manoeuvring and lighting. To determine whether plume rise resulting from the operation of these ventilation facilities would be a controlled activity as defined in section 183 of the *Airports Act 1996* (Commonwealth), a plume rise assessment would be carried out in accordance with the *CASA Advisory Circular Plume Rise Assessments AC 139-5(1) November 2012* prior to the operation of the project.

My concern with assessing the plume rise **after** the ventilator shafts are completed is that they might, indeed be found to be an aviation hazard. So what then? Will the fans be turned down or off? Will local residents be subjected to increased pollution loads because the velocity of discharge from the stacks will be reduced? I would like to see a commitment that local residents will not be permitted to be subjected to any increased levels of pollution because of plume penetration issues into the aviation space.

### Modifying the plan after it has been approved

P2-15 Should the project be approved, the proponent can apply to the NSW Minister for Planning to modify an approval. Any modification requests would be lodged with DP&E for assessment.

Again, I am concerned that the approved plan seemingly can easily be modified. So what weight can one give to promises made in this EIS?

*'What would I have to do?' 'Anything you want, as long as it's everything we tell you to say and do in support of our policies, whether you agree with them or not. You'll have complete freedom.' Joseph Heller. Good as Gold.*

### Increased congestion in Rozelle at Anzac Bridge

P3-16 The Rozelle interchange would enable the following corridors:

..... An east-west corridor between the M4 East at Haberfield and Anzac Bridge, connecting to the Sydney CBD and the Sydney Harbour Bridge.

This is exactly what the enquiry in the 70's recommended **against**: more freeways bringing more traffic into the centre of the city. It would appear to be poor city planning. Ring-roads have some place but not freeways bringing more traffic into the already, at capacity, Anzac Bridge. The traffic analysis shows that this will actually increase travel time into the city and obviously increase congestion around Anzac Bridge/Victoria Road.

### Increased travel times into city

3-19 Results from the operational traffic modelling show that travel times would be slightly worse inbound to the city during the morning and evening peak periods but significantly improved outbound during both the morning and evening

So the \$20 billion project will actually deliver **slower travel times** into the city!....This is hardly what the minister has been announcing. And it is supposed to deliver improved outbound travel times. Well this could easily be achieved by installing an overpass at Victoria Road/City West Link and a few similar moves on the city west link to reduce the traffic lights. It would not require a \$20 billion investment. And it is hardly necessary to point out that investment in rail would provide improved



travel times in both directions ....plus other benefits such as greater capacity and less pollution, and less demand for parking in the CBD.

### Ignoring indirect costs to the community

3-19 The *WestConnex Updated Strategic Business Case* (Sydney Motorway Corporation 2015) appraised the economic benefits of WestConnex on an incremental basis, with and without each component project which are described in **Chapter 1** (Introduction), by considering the following parameters:

- Direct costs to the community
- Direct benefits to the community
- Indirect benefits to the community

OK, but where are the **indirect costs to the community**...lost homes, community breakdown, ongoing pollution from stacks and shortened lifespans and deaths as a result, dust, noise, access and parking problems, increased traffic, congestion on Anzac Bridge, Johnson Street, Drummoyne, etc.? Where has the opportunity cost been measured or taken into account?.....what you could have had with the same money with rail links?

### Indexation of tolls

3-20 Tolls would escalate up to a maximum of four per cent or the consumer price index (CPI) per year (whichever is greater) until 2040.

This is confusing and ambiguous but if it means what it says, where is the logic in this...if the cpi increase is only 1% pa why are tolls being indexed up by 4% pa? This is crazy. The CPI can also go backwards. What is meant by “**up to a maximum** of 4% a year”...don't you really mean at a minimum of 4% a year? Under what circumstances would they increase at say 2% per year?. Presumably, if the cpi increases by 8% then you increase the tolls by 8%. We could easily have a situation where the cpi increases by 1% pa for 4 years in a row so overall increase in cpi is 4% but the tolls will have gone up by 17% (4% compounded).

### New Bridge on Victoria Road

P5.37 Figure 5-21

The new bridge on Victoria road seems to do a few things badly:

- 1) We appear to have lost the current pedestrian overpass which leads to the bus stop opposite Hornsey Street. This is heavily used by a whole catchment of people to the South West of Victoria Road and surrounding Easton park. Why is it being done away with? Why not retain it for pedestrian use only
- 2) The alternative which seems to be being offered is an underpass which seems to require a considerable diversion plus climbing down stairs (or a long bike ramp) and then up stairs to get to the Eastern side of Victoria Road. At night time, this is likely to be a security risk and I would not like to see my wife using this as a crossing point.
- 3) The opportunity to actually do something positive about traffic flows at the Victoria Road/Crescent intersection appears to have been missed. It would seem to me that there is an opportunity here to at least provide an overpass for traffic turning right (West) into the crescent from Victoria Road. If this was installed then it should be possible to merge lanes on The Crescent and do away with the stoplights here for traffic coming from Anzac Bridge. And also do away with stoplights for the traffic turning west onto The Crescent from Victoria Road.



There is actually a natural height advantage to do this as Victoria Road slopes downhill to the south from around Hornsey Street



### **Architecture of ventilation facilities**

P5-38 Fig 5-22. The Ventilation facility for Iron Cove bridge will be sited alongside Victoria Road and Springside Street. \

There is an opportunity here to have some attractive architecture rather than just a big shed. If we have to have huge industrial facilities such as this in our community .....plus the accompanying stack venting pollution over the neighbourhood..... it could at least be offset by some attractively designed buildings.

### **Unclear drawing and traffic lane**

P5-39. Fig 5-23.

What is the extra (single) lane for from Rozelle goods yards to the M4-M5 link (travelling west). Also how will traffic from the Western harbour tunnel travelling south access the M4-M5 link travelling west? Is the extra lane supposed to be this link? If so it needs re-drawing.

### **City West Link and the Victoria Road intersection**

P5-44. The Rozelle surface works would include: .....etc. etc.

There will be 6 major intersections and sets of lights between Anzac bridge and Balmain road on the City West Link. An additional set of lights will be installed and provision will be made to turn right from City West link----travelling west. This does not exist at the moment and will further slow down traffic. This section of road promises to be a major source of congestion. Already traffic regularly banks up over the crest of Anzac Bridge from the intersection with James Craig Drive....and in the process blocking the intersection with Victoria Road. Induced traffic will probably rapidly replace traffic that will be bypassing this section by using the new tunnels.

Construction of a new Victoria Road bridge at junction with city west link will create massive congestion problems. And, ironically, will not do anything, when finished, to alleviate the current levels of congestion. It, apparently, just increases the height underneath the bridge.

Basically, this whole section of the City West Link plus the intersection with Victoria Rd., needs redesigning so that most of the traffic lights become unnecessary.

### **Destruction of park next to Rozelle Bay Light Rail Station**

P5-46. Fig 5-26.



The land bridge across the Crescent looks good. Though is it really necessary to destroy the lovely, small park next to the Light rail Station at Rozelle Bay? This could be avoided by shifting the widening of The Crescent/ City West Link intersection slightly NE....by about 10m. (towards Rozelle Bay). And the intersection of The Crescent and City West link could be pushed a bit further north (over and to north of White's Canal/Creek. It seems just wanton destruction to destroy the park.

### **Pedestrian Underpass of Victoria Road**

P5-47. Fig 5-27

See comments above about losing the pedestrian bridge over Victoria Road. I don't think a pedestrian underpass is an adequate replacement. especially at night when it needs to be used to access buses bound for the CBD.

See also comments about the inadequacy of the replacement bridge over Victoria Road.; the problem of too many intersections on the stretch of road between Anzac Bridge and Balmain Road.....including the intersection at James Craig Drive.

### **Bike and pedestrian bridge over The Crescent**

P5-47. Fig 5-27 What has happened to the bike and pedestrian bridge over The Crescent at the intersection at Victoria Road.

The alternative being offered is patently inadequate. That is to cross at least two sets of lights and maybe also have to negotiate the new underpass (under Victoria Road). For example a bike rider (or pedestrian) coming from Roberts Street would have to negotiate the underpass to get to the western side of Victoria Road, then two sets of traffic lights to cross the intersection of Victoria Rd and City West Link. And the traffic island in the middle of these two sets of lights is too small to handle more than a few bikes and/or pedestrians. It promises to be dangerous cumbersome and inadequate. Why not leave the current expensive overpass in position for as long as possible? ....In fact, why not retain It?

### **Eastern Drainage Channel**

P5-47. Fig 5-27

The Eastern Drainage Channel looks sensible...though it could maybe be designed to discharge into White Bay rather than Rozelle Bay. There is a greater exchange of water in White Bay and there would then be less sediment flowing into Rozelle Bay.

### **Realigning the Crescent**

P5-50 The majority of works to realign The Crescent would be conducted in land designated as:

- Road reserve
- Open space along the western side of The Crescent (Buruwan Park). Buruwan Park would be replaced by operational road infrastructure.

Why is this necessary? The community loses a lovely quiet park where I walk. Why not move the road works eastwards instead of westwards as shown below in pink?





Anyway, what is achieved by these road works on the Crescent? There is still nowhere to go. The roads only lead into Johnson St. or the continuation of The Terrace into St Johns Road. These can't take much more traffic and their intersection is a bottleneck anyway. Is anything being done about this?

The real problem with the intersection of The Crescent and City West Link is the multiple sets of traffic lights and the traffic that will be entering and exiting the Portals via traffic lights

Modification works at this intersection would include:

- Realignment of the intersection to the west of its current location
- Dedicated right and left turn lanes.

There are already dedicated right and left turn lanes (although the left turn lane needs extending. This seems to be a very poor re-design which destroys a precious piece of green space in a rather unnecessary way.

### **New pedestrian and cyclist infrastructure**

P5-52 The project would deliver new pedestrian and cyclist infrastructure at Lilyfield and Rozelle.

This all looks good (except it encroaches on the park at Rozelle Bay station as discussed above).

### **Staging ground for future Western harbour tunnel and beaches link**

P5-58 The possible future use of this area for construction of the proposed future Western Harbour Tunnel and Beaches Link project may mean that landscaping and revegetation works at the Rozelle Rail Yards would need to be staged. Staging of future urban and landscape design works would be outlined in the UDLP.

How much of the Goods Yards is likely to be delayed? This could be a desert for 20 years if the Western harbour tunnel is put off or delayed. Even if it is not "delayed" but not started until the M4-M5 link is completed we are looking at a desert from now (2017 until about 2028)...about 11 years. As the staging ground is a relatively small part of the Rozelle goods yard why not **commit now** to



landscape works for the rest of the site.

## Co-location of motorway operations complexes

P-5-75 The Rozelle West motorway operations complex (MOC2) and the Rozelle East motorway operations complex (MOC3) would both be located within the Rozelle Rail Yards. The need for two separate motorway operations complexes within the Rozelle Rail Yards is due to the requirement to co-locate facilities (ie the water treatment plant next to the constructed wetland) and to locate the ventilation supply and exhaust facilities as close to the associated ventilation supply and exhaust tunnels as possible. Opportunities to co-locate the motorway operations complexes within the Rozelle Rail Yards would be investigated during detailed design.

It sounds sensible to co-locate the the MOC2 and the MOC3 (assuming this would reduce the overall size and impact of their footprint). But also important to pay attention to the architectural merit of the buildings. Let's have something really worthwhile!...not just large, environmental-green, sheds.

## Why not a real measure for particle matter concentration?

P 5-82 The tunnel ventilation system has been designed to achieve acceptable in-tunnel air quality outcomes for carbon monoxide (CO), nitrogen dioxide (NO2) and visibility (as a measure of in-tunnel particulate matter concentrations) for traffic volumes up to and including the maximum traffic throughput capacity of the tunnels.

What sort of a measure is "visibility"? Why not have an **absolute** measure such a Micrograms of P<sub>2.5</sub> m<sup>-3</sup>? Visibility seems a pretty dodgy concept here. Obviously there will be a relationship between visibility and the concentration of particles in the air but visibility tells us nothing about the size of the particles (and hence the potential health danger)

## P 5-84 (the Table)

The ventilation exhaust facility would consist of one building, with two outlets for the M4-M5 Link and a separate outlet for the proposed future Western Harbour Tunnel and Beaches Link

The M4-M5 Link ventilation exhaust facility at Rozelle would extract exhaust from the mainline northbound tunnels, the Rozelle interchange tunnels and from the Iron Cove Link

The ventilation outlet for the proposed future Western Harbour Tunnel and Beaches Link would be constructed as part of the Rozelle ventilation facility and would comprise the structure only. Fitout of the outlet would occur as part of construction of the proposed future Western Harbour Tunnel and Beaches Link (if approved). These fitout works do not form part of the project

The ventilation exhaust facility for the proposed future Western Harbour Tunnel and Beaches Link at Rozelle would extract exhaust from the southbound Western Harbour Tunnel and Beaches Link mainline and portals

The ventilation outlets would have a height of around 35 metres above existing ground level. The ventilation outlets have been designed at this height to meet project air quality criteria, urban design and visual amenity objectives, and to avoid impacts on civil air operations

This is a massive concentration of exhaust stacks venting the combined, concentrated emissions from some 100,000 vehicles per day into a very small area. I don't believe that there is such a concentration of exhaust stacks for vehicles anywhere else in Australia ..and maybe the world. How can we have confidence that we will not be affected? I have seen no real evidence to date to persuade me that, those of us who live within a few hundred meters of these exhaust stacks, will not be the victims of significantly increased pollution.....especially from small particle pollution.

At very least I would like to see the calculations which indicate:

- Concentration of particles in tunnels (averages and maximums)



- Concentration of particles in the exhaust stacks (averages, modes and maximums)
- Concentration of particles at various points in the plume.....say 50m up , 100m up, 200m up and at various points centred on the stacks.....say at a intervals of 150 m. (Averages, modes and maximums)
- I would like to see the calculations which indicate how dispersion will be affected by average prevailing winds and by calm periods and the annual total pollution impact of this on residents surrounding the stacks

This could perhaps be developed as a video presentation which might go a long way to alleviating the reasonable anxiety of residents about the impact of these plumes of toxins on their own health and that of their children. After all, we will be living in this 24 hours a day and 365 days a year.

And I would like to see the same sort of material published and easily accessible for other forms of pollution such as nitrous oxides.

### **Lack of ability to use GPS navigation in the tunnels**

P 5-95 The following smart motorway infrastructure would be provided as part of the traffic monitoring and management systems to support the future implementation of a smart motorway solution:

There seems to be no provision for Google Maps (and similar GPS systems) to operate within the tunnels. Given the distances involved and the complexity plus the modern trend to just follow Google maps instructions....this is a major shortcoming. People will take wrong turns; they will become confused...slow down, change lanes etc., and thus increase the likelihood of accidents and decrease the efficiency of traffic flows. It needs to be overcome. See Bluetooth solution

<https://arc.applause.com/2016/09/26/waze-beacons-navigation-apps/>

### **Monitoring of emissions**

P 5-95 Continuous emission monitoring and ambient air quality monitoring would be undertaken during operation of the project to monitor:

- In-tunnel air quality
- Air quality within ventilation outlets
- Ambient air quality at representative locations for a defined period of project operation.

This all seems sensible but I would like to see more definition about the “representative locations” and the “defined period” of project operations. I know that I and neighbours need to know the levels of pollution that we are being subject to both on a daily basis and how it varies over the period of a year or so. Presumably, ambient particle pollution will be higher in the winter and the concentration in the vents will make this worse for us. The monitors should operate for at least one year and preferably several years to get some idea of the variability of the pollution levels. It would also be useful to have monitors available when there was catastrophic breakdown in the tunnels...for example, fire, explosion etc.

### **Reducing ventilation to economise**

P 5-96 Ventilation systems are used efficiently to minimise day-to-day energy usage and cost and to maximise asset life.

There is an obvious tension here between using the exhaust fans to disperse pollutants and saving



money by not running the vents. What safeguards do residents have? One obvious thing that can be done is that the monitored levels should be available on-line as direct readouts and as, summarized, historical data for all to see. There must be total transparency about air quality measurements.

### **Monitoring emissions**

Continuous emission monitoring equipment for key contaminants (particulate matter (PM2.5 and PM10), NO2 and CO and potentially other pollutants) would be installed at appropriate locations in the tunnels and on the ventilation outlets to ensure the project is operating within the prescribed emission limits for the project set by the conditions of approval, and as set by the NSW Environment Protection Authority (NSW EPA).

It is not sufficient to limit this to the tunnels and the ventilation outlets. We need this information too, where I live, to ensure that the stacks are operating effectively (and dispersing the pollution) ....especially on calm days. See comment above re P5-95.

### **Tunnel drainage treatment**

P5-98 Tunnel drainage for Rozelle and the Iron Cove Link tunnels would be pumped to a water treatment plant at the Rozelle East motorway operations complex (MOC3), with treated flows discharged to a constructed wetland within the Rozelle Rail Yards. This would provide some 'polishing' of the effluent, helping to remove residual dissolved constituents such as nitrogen and phosphorus not removed by the water treatment plant. Treated flows would ultimately flow to Rozelle Bay, via the northern drainage channel and the culvert to be installed below City West Link (see **section 5.6.6** for additional details about this culvert structure).

What measures will be taken to ensure that benzene and other aromatic and dangerous compounds are not discharged into the wetlands? Or, that the cumulative impact of the operation of low-level contamination does not build up over time? The levels of contamination must be measured continuously and the data be published directly online. There must be complete transparency with measures such as these that can impact public health.

### **Inability to be able to rely on the EIS**

P6-3 This means that the detail of the design and construction approach presented in this concept design is indicative only, and is subject to detailed design to be carried out by the design and construction contractor(s).

The same comments apply here as previously made. That it is difficult to take the enormous amount of work that has gone into the EIS seriously if it can be overridden by construction contractors in the detailed design phase. There needs to be greater clarity about exactly what a contractor can do that does not comply with the EIS. What enforcement measures and inspection measures will be in place and what penalties will apply?

### **Continuous construction for 6 years followed by the Cross-harbour tunnel construction**

P 6-5 Stage 2 works are expected to commence in 2019 with these components of the project open to traffic in 2023. The total construction period for both stages of the project is expected to be around five years, which includes commissioning that would occur concurrently with the final stages of construction. Further staging details would be confirmed when construction contractors have been engaged.



We already have remedial and survey work that has commenced in 2017. On top of this we are going to have the under the harbour tunnel which might involve construction for another 5 years. (Taking us to 2028). So we will be subjected to inconvenience and actual damage from dust and noise from construction for 11 years. Not good!

## **Surface road upgrades delayed until stage 2**

P 6-6 The key elements of the project that would be constructed during Stage 2 include:

Upgrades and modifications to the surface road network at Lilyfield and Rozelle including City West Link, The Crescent and Victoria Road/Anzac Bridge approach.

This means that we have to wait for stage 2 to get any improvements changes with Victoria Rd or the congestion on the City West Link. Yet the proposals covered on P5-47 indicate that the pedestrian bridges will be immediately demolished. This totally ignores the needs of residents like me and neighbours who need to access the buses on Victoria Rd., opposite and near Hornsey street

## **Destruction of Buruwan park**

P6-16 Fig 6-7 Shows how Buruwan park will be destroyed by changes to The Crescent.

As mentioned above, I can't see that the changes and destruction of the beautiful little park are really necessary. See the alternatives suggested above.

## **Portals and surface infrastructure**

P6-27 Five cut-and-cover structures would be constructed for the project at locations where the tunnels are close to the surface (ie at the tunnel portals) including:

- Tunnel portals at the Rozelle interchange, comprising:
  - The New M5 to City West Link tunnel portals
  - The M4 East and Iron Cove Link to Victoria Road/Anzac Bridge tunnel portals
  - The proposed future Western Harbour Tunnel and Beaches Link to City West Link/The Crescent tunnel portals
- The Iron Cove Link tunnel portals on Victoria Road at Rozelle near the eastern abutment of Iron Cove Bridge

General Comment: There appears to be no requirement to try and make all these constructed facilities and infrastructure attractive in terms of its architecture. Yes; there's a bit of landscaping and tree planting proposed but nowhere is there a requirement to build an attractive portal or exhaust vent or a Motorway Operations Complex. Are we going to just have big sheds painted olive green to be "environmentally friendly?" Nor is there any attempt to make the tunnels themselves attractive in terms of fitout and lighting. Just the same dead-boring, fatigue inducing, white panels that give you no clue about where you are. Sydney is the home of the "Vivid Festival" surely we could inject a bit of imaginative lighting into the design of the tunnels such as shown below.





Is there any attempt to introduce art into the whole process...eg works of art in landscaped areas; art lighting in tunnels. Feature lighting on the vents. Art in the form of noise barriers. Art forms in the bridges? WestConnex needs some Artists in residence not just engineers.

Why not have some decent botanical collection in the Rozelle Goods Yards? For example a collection of Australian *Casurina* species or *Banksia* species (173 species)? Co-opt the Botanical Gardens into the project. They have the expertise. It could be an educational site and a tourist attraction in its own right.



If we have to have the project let's at least make it beautiful!

### **Pedestrian overpass on Victoria Road**

#### **P6-62 Removal of the existing pedestrian and cyclist overpass over Victoria Road**

This route provides an east-west active transport link for pedestrians and cyclists between Lilyfield Road and Anzac Bridge including a crossing over Victoria Road at Rozelle via the existing Victoria Road pedestrian bridge. This bridge has limited width relative to demand and steep gradients with sharp 180 degree bends. It is therefore of low quality relative to its use and importance.

The Victoria Road pedestrian bridge would be demolished and removed at the start of construction. Prior to this occurring, an alternative connection to the western side of Victoria Road and the Lilyfield Road commuter route would be established via an underpass below Victoria Road into the Rozelle Rail Yards, and a ramp connection to Victoria Road and Lilyfield Road. This underpass would enable east-west trips to continue and it is anticipated that it will be converted into a portion of the



permanent connection at the completion of construction. Although this would mean a permanent change to the alignment of this route, the impact of this alignment change would be negligible as the distance of the route would be similar and the quality of the connection would be equivalent to the existing route.

Why the urgency to demolish the overpass when it's apparently going to take 6 years to fix this tiny stretch of road? No real justification for doing this. See comments above about the importance of this overpass to residents over a large swath of Rozelle. Admittedly, the bridge is too narrow for pedestrians plus cyclists but let's see how the underpass works before demolishing this overpass.

The proposed underpass needs high quality lighting to offset the likely security risks of an underpass which is out of the public eye.

### **Length of time for works on Victoria Road**

Table 6-15 indicates that the civil site on Victoria Rd next to Quirk St will be operating for nearly four years.

One has to ask why? Why can't this minor upgrade be done faster? What is this site going to be used for other than the Victoria Road Bridge construction?

### **Closure of pedestrian and cycle bridges**

P6-79 Permanent closure of two pedestrian and cyclist bridges at Rozelle; one over City West Link and the other over Victoria Road. Alternative routes during construction are described in Chapter 8 (Traffic and transport) and would be established before closure of these bridges. New permanent pedestrian and cyclist links that would provide similar or improved connectivity would also be provided as part of the project (refer to Appendix N (Technical working paper: Active transport strategy)).

The importance of the two pedestrian and cycle bridges needs emphasizing. The proposal to demolish them immediately at the start of the project is reprehensible. And the alternate proposals are weak and unacceptable. (See comments above). You might as well redesign this aspect of the EIS now because you will encounter massive resistance as people realize what has been inflicted on them. Not everyone drives cars and the overpass on Victoria Rd. is THE link with the public transport system.

### **Closure of footpaths on Victoria Road**

P6-79 Temporary, periodic closure of the shared paths on the eastern and western sides of Victoria Road at Rozelle. Works would be staged so that the shared path on either the eastern or western side of Victoria Road at Rozelle would remain open at all times.

This comment indicates that the actual usage of these paths is just not understood. It is no simple matter to substitute one side of Victoria Road for the other around this area. The road cannot be crossed by pedestrians because of traffic volumes and the speed of traffic. Hence the significance and importance of the pedestrian and bike overpass...which you are proposing to demolish at the start of the project.

The alternative suggested of a long and circuitous (and potentially unsafe) walk via an underpass are unacceptable. For example if somebody is walking from Robert street and wishes to access Lilyfield Road (as I frequently do) and the footpath on Victoria Rd East is closed....it is no compensation to be told that the footpath on the other side of Victoria Road is open. One will not be able to get to it except by a detour of about 400 m. via the traffic lights at Gordon Street and Victoria Road.



## **Closing down access to Light Rail Station**

P7-80 Permanent closure of the shared path through Buruwan Park connecting The Crescent with Bayview Crescent at Annandale. Alternative access to the Rozelle Bay light rail stop from The Crescent, Johnston Street and Bayview Crescent at Annandale would be provided at all times during construction.

Why this unseemly haste to close down and destroy Buruwan park? I use it to access the light rail...coming from Rozelle. The alternatives you proffer involve a detour adding about 800m to my journey. I have commented above that there seem to be readily available alternatives to the destruction of Buruwan park. And how difficult would it really be to maintain a footpath providing access, under most circumstances, to the Light Rail station from the Crescent?

## **Relocation of bus stops**

P6-80 Three bus stops on Victoria Road at Rozelle (two on the northbound side and one on the southbound side) near the intersection with The Crescent would be relocated north to accommodate the reconstruction of Victoria Road. These bus stops would be reinstated in generally the same location at the completion of construction

P8-71 Three bus stops on Victoria Road (two on the northbound side and one on the southbound side) near the intersection with The Crescent would be relocated north to accommodate the reconstruction of Victoria Road. These bus stops would be reinstated in generally the same location at the completion of construction

A huge number of people utilise these three bus-stops and we will all be inconvenienced for the period in that we have to walk further to access the bus stops. How much further? We need to know this.

A critical factor is just how far north will the stops be moved. This needs to be publicised and the exact locations negotiated with the travelling public and buses.

An additional issue is that you are proposing to demolish the pedestrian/bike overpass over Victoria Road at the beginning of the exercise. This will cause massive dislocation for those travelling by public transport via these stops.

As a suggestion, can you keep the pedestrian overpass operating as long as possible and fast track the work on the Victoria Road Bridge? The idea that the site on Victoria Rd./Quirk Street is going to be utilized for four years because of changes to Victoria Road smacks of poor planning/project management. Surely, it is not going to take four years to make the changes to Victoria Road.

## **Traffic movements associated with Rozelle site**

P6-83....Table 6-22 The table indicates that 517 heavy trucks per day will be exiting (and presumably also entering) from Rozelle site ...4x more than any other site. And 350 light vehicles per day will be entering and exiting the Rozelle site...presumably most from/via Lilyfield Rd.

This will place a significant additional traffic burden on Lilyfield Road...approximately one additional vehicle every 40 sec in peak hours. This will make it more difficult for me and my neighbours to exit our garage onto Lilyfield Road.

I am also concerned about on-street parking by vehicles which arrive early and vehicles which arrive to pick workers up etc. Certainly, there is going to be increased pressure on the local road system.

There is only one way to make a right hand turn into Victoria Road from the south Western side . This is via Gordon Street. Already this intersection is problematic with traffic blocking the intersection as



traffic lights change. The addition of many other vehicles to the mix is going to cause increased problems.

Not all heavy Vehicle drivers understand that Rozelle has narrow streets and a **major education program** is necessary to ensure that drivers understand and are aware that heavy Vehicles cannot use roads such as Evans Street and Osborne Street and Denison Street.....otherwise they are likely to get stuck. With 1034 heavy vehicle movements per day from Rozelle, it only requires one or two to create significant local problems.

### **Impact on buses**

**P8-70 Buses:** Similar to general traffic, there would be an increase in bus travel times due to slower travel speeds and increased intersection delays. This would be partially mitigated by the presence of bus lanes along Victoria Road and Parramatta Road to be installed as part of the M4 East project (refer to condition of approval B34 for the M4 East project for details on the provision of bus lanes along Parramatta Road)

Longer travel times to and from bus stops by supplementary travel modes (eg car passenger, walking to/from bus stops) due to an increase in traffic volumes, slower travel speeds and increased intersection delays

Reduced amenity for bus users waiting at stops.

So, after the \$20 billion is spent, we can look forward to slower bus trips, longer walks to bus stops, and longer waiting time at bus stops. This is hardly delivering "the dream". Some of the money might have been better devoted to improving public transport such as trains.

### **Access from Victoria Road to south side of City West Link.**

**P8-72 Lilyfield Road to Anzac Bridge (east-west).** The pedestrian and cycle bridge that spans City West Link and connects Anzac Bridge and Victoria Road with The Crescent and Johnston Street would be removed at the start of construction.

Two alternative routes are proposed:

1. The existing at-grade crossing between The Crescent and the western side of Victoria Road. This route would also allow for onward connection to the eastern side of Victoria Road and Anzac Bridge via the new pedestrian and cyclist underpass that would be provided below Victoria Road (see description of this underpass above). The diversion would be less than 200 metres and there would be negligible safety impact. However, there could be a minor increase in travel times due to delays waiting for the traffic signals to change

The existing at-grade crossing is inadequate for cyclists and pedestrians. That's why the bridge was installed. It requires two separate crossings and the island in the middle is not large enough to handle the potential number of people and bikes wanting to cross. It seems to me that the diversion will be greater than 200m if we are walking to the bus stop on East side of Victoria Road. It too is being moved further to NW. What about negotiating this unpleasant underpass route at night?. (There will be significant delays and crowding of bikes and pedestrians. The claim that the impact of this change would therefore be minor is quite wrong. There will be a severe impact due to this loss of the overpass. Does it have to be removed? Is it not possible to work around it and retain the overpass...or retain it as long as possible.

2. From Anzac Bridge to Somerville Road at Rozelle via the existing pedestrian and cycle ramp, then south west along Somerville Road and James Craig Road (using the shared path) towards the footpath on the southern side of The Crescent. This would result in a similar travel distance to the current route and would be a negligible impact.



But the grades involved are very steep off and onto Anzac Bridge. The fact that virtually no cyclists are using this route at the moment indicates that it is not very attractive. And if I want to get from The Crescent to my residence in Lijfield Rd...near Victoria Road on foot, then the proposed route adds about 1.5 km to my trip compared with about 200m at the moment.

### Increased traffic congestion

P8-126 The AM peak citybound movements are forecast to continue to be affected by the queues back from the Bathurst Street/Cross City Tunnel off-ramp. In addition, the downstream exit blocking from Sydney Harbour Bridge on the Western Distributor also contributes to decreased performance and increased eastbound congestion on the Western Distributor. As a result, in spite of the improvement in network performance metrics, **the number of unreleased vehicles almost doubles when compared with the 2023 'without project' network.** The congestion on the Western Distributor and Anzac Bridge is forecast to cause some queuing in the Iron Cove Link, and to a lesser extent on the M4 exit ramp. This is not forecast to extend back to the M4-M5 Link mainline tunnels.

With the forecast traffic demand, the merge of two lanes from City West Link and two lanes from Victoria Road into two lanes on the eastbound approach to Anzac Bridge **is forecast to cause significant queuing on City West Link.**

.....However, in the eastbound direction, the forecast demands increase significantly compared to the 'without project' scenario. As a result, the downstream capacity constraint at Sydney Harbour Bridge would **cause eastbound congestion on Western Distributor and Anzac Bridge. This is expected to cause significant delays across Anzac Bridge, with queuing extending back onto Victoria Road and City West Link.** This eastbound congestion partially offsets the improvements in the westbound direction; however, the overall network performance is expected to improve in the 'with project' scenario.

The last sentence is just fanciful, wishful thinking when one reads the previous conclusions about increased congestion and travel times. It does not relate to the facts.

So the \$20 billion project that was meant to reduce congestion will actually increase congestion over what would have happened without it. We can expect increased congestion in virtually all the routes into the city; Anzac Bridge, City West Link, Victoria Road and the Ironcove tunnel.

Should we be pleased that the queues are "not forecast to extend back to the M4-M5 mainline tunnels"? Hardly. It does appear, however, that we could be faced with queues entirely filling many of the feeder tunnels and roads around Rozelle and Annandale. With almost stationary traffic in the tunnels we may be faced with poisoning problems from nitrous oxides and carbon monoxide in the tunnels. The ventilation systems cannot then rely on the piston effect of cars moving through the tunnels and we can expect increased pollution being vented through the stacks over the citizens of Rozelle. These are not acceptable outcomes from a major project designed to reduce congestion.

This should not come as a surprise. All the traffic experts said that by building freeways into the city that you would increase congestion. It is actually not too late to scrap the M4-M5 link and the connections via Rozelle

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 06:56:17 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Amanda Houghton (object)

**From:** system@acelo.com On Behalf Of Amanda Houghton  
**Sent:** Sunday, 15 October 2017 5:56:02 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Amanda Houghton (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Amanda Houghton  
[REDACTED]

[REDACTED]  
 ROZELLE, NSW  
 2039

Content:

THIS IS AN OBJECTION TO THE UNFILTERED TUNNEL VENTILATION FACILITY PROPOSED ON VICTORIA ROAD NEAR TERRY STREET, ROZELLE.

WestConnex proposes at least two unfiltered tunnel ventilation facilities in Rozelle. One of these facilities will be located at the end of my street.

As a resident who works from home and has school-aged children, I am seriously concerned about the future health of my family and the general community.

We live a few streets away from both Rozelle Public School (to the south) and Sydney Secondary School Balmain Campus (to the north). In addition to children walking along Terry Street (near the proposed unfiltered ventilation facility) to get to school, there are a high number of pedestrians moving from Darling Street to the "Bay Run" to walk their dogs or exercise and residents walking to and from Balmain Cove and Balmain Shores. It is a high pedestrian area.

My family will be directly exposed to unfiltered emissions and toxic particulates given we would live 200 metres away from the proposed facility.

If nothing else, having an unfiltered tunnel ventilation facility so close to 2 large schools and a pre-school, with total enrolments in excess of 1,500 students, is COMPLETELY UNACCEPTABLE. The most vulnerable members of the Rozelle community will be exposed to both known and unnecessary health risks.

In addition, the iconic 7km "Bay Run" and attached playgrounds, will no longer be a healthy destination for the community to exercise, play and walk their animals, given the close location of the unfiltered tunnel ventilation facility.



Not only do I object to the Victoria Road unfiltered tunnel ventilation facility, I request that it be moved away from nearby schools to the Rozelle Goods Yard. There should be NO unfiltered tunnel ventilation facility so close to Rozelle Public School, Rozelle Pre-school and Sydney Secondary School (Balmain Campus).

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

Over five years this is one dead child - publicly admitted to our community as a measurement of WestConnex's impact. How can one child in 5 years be negligible? Clearly, a public health risk has been publicly confirmed by WestConnex.

Rozelle Interchange Project Manager Peter Jones has said he would prefer the stack to be moved to the Goods Yard, that SMC have the technology to move it there without detriment to tunnel safety, that it will reduce construction and remediation costs, and that SMC and the contractors will move it if stakeholders demand it.

I AM A STAKEHOLDER AND DEMAND IT IS MOVED TO THE GOODS YARD AWAY FROM OUR PUBLIC SCHOOLS!

Kind regards ... Amanda Houghton

Submission: Online Submission from Amanda Houghton (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227676](https://majorprojects.accelo.com/?action=view_activity&id=227676)

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

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



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 07:16:58 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Jayne McMaster (object)  
**Attachments:** 227682\_EIS response 15 Oct 2017\_2017Oct15\_1815.pdf

**From:** system@accelo.com On Behalf Of Jayne McMaster  
**Sent:** Sunday, 15 October 2017 6:16:12 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Jayne McMaster (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jayne McMaster  
[REDACTED]  
[REDACTED]  
[REDACTED]

Leichhardt, NSW  
2040

Content:  
Please see attached file

[REDACTED]  
Submission: Online Submission from Jayne McMaster (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227682](https://majorprojects.accelo.com/?action=view_activity&id=227682)

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

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

## **Response to the Westconnex Environmental Impact Statement. 15 October 2017**

Darley Road under the proposed design in the EIS is untenable as a dive site for use by Westconnex. It is a tiny slip of land that has many challenges due to its location related to the City-West Link Road for the use of removing the spoils by heavily laden trucks. It has multiple serious problems due to its size, depth, access to City-West Link, traffic difficulties, impact on residents, pedestrian safety, noise, dust, fumes, truck movements, proximity to a major intersection with a very steep incline and a +\$50 million compensation.

This site does not suit +100 large trucks per day that would be forced to travel a couple of hundred metres along Darley Road to enter the dive site and then exit back along Darley Road. The proposed design shown in *Figure 4.25 Indicative Darley Road civil and tunnel site layout (page 39 of the EIS)* shows little evidence of any thoughtful design in response to the very challenging set of criteria involved. When applying the sound principles of engineering logic, the choice of this site is obviously seriously flawed due to the following issues:

- The effect that it would have on traffic flow would cause gridlock at many times of the day forcing drivers into rat runs throughout Leichhardt.
- Pedestrian safety would be compromised at the James Street crossing by the +200 return truck movements that would cross it per day.
- Noise, fumes and dust from +57,000 return truck movements per year would significantly increase air pollution levels for the neighbouring residents
- Increased dust soiling and airborne particles and their effect on localised air quality during demolition, construction and post-construction are a major concern.
- Houses that are directly adjacent to Darley Road would be at greater risk of noise and air pollution including higher levels of diesel contaminants being disgorged by the many trucks that would struggle to get up the very steep incline onto City-West link.
- The impact of highly disruptive noise pollution from the proposed night works and their effect on residents needs to be seriously addressed beyond the flippant issuing of earplugs and movie tickets. Temporary relocation needs to be offered to those that would be badly affected by this noise. The installation of effective noise walls, double glazing and other treatments also needs to be provided to the individual homes that would be badly affected such as those that have already been determined to be in the red zone.
- Running so many extra trucks with dogs close to homes is potentially very dangerous and safety barriers need to be installed to protect residents facing Darley Road.
- Tunnelling could damage homes due to settling ground movements and realistic compensation needs to be available from RMS and SMC to fully rectify any issues that may occur at their expense in a prompt and satisfactory manner.
- No workers associated with the WestConnex project should be permitted to park on local streets. There is already a shortage of parking in this area. SMC needs to make arrangements to bus or light rail workers to the site. Council needs to institute a 2 hour resident parking around the Darley Road site to stop this happening.

In the *We're Listening* section of the EIS (page 57), it states that *alternative access to Darley Road for heavy vehicles is currently being investigated. This could include entry and exit points to and from the westbound lanes of City West Link via Canal Road/Charles Street to further reduce local impacts.* If Darley Road is to be used, this is a far more sensible design with a far lower impacts at all levels.

In the SMC response to the Inner West Council's Holt Report (18 August 2017 page 9) it was stated that *SMC is investigating alternative access arrangements to the site to minimise the impact on local roads and the community. Heavy vehicle access and egress from the site would be via City West Link. Temporary entry and exit ramps would be constructed to optimise access to City West Link.*

This is a well thought through and eminently more sensible solution that shows that SMC has listened. It would avoid many of the problems that access to and egress from Darley Road would create. However, it is only a suggestion and was unfortunately not mandated in the EIS. The final decision will be at the behest of the construction company who wins the tender and this design could be completely ignored by them.

The ramifications of the recent public scrutiny of the probity issues and their affect on Darley Road being considered as the only viable dive site option from the beginning can't be underestimated.

- The exact nature of the deal between Transport for NSW and the development company Tdrahhciel for the inappropriate extension of the lease on Darley Road needs to be clarified.
- The details behind this lucrative arrangement has the potential to give a privileged few a very handsome +\$50 million payday. It is essential that an audit occurs and the individual recipients of this money should be made public.
- It is critical to understand how these lease arrangements affected Darley Road in being the only site that has been reviewed in detail from the beginning of SMC's planning. It was clearly the chosen site from the very beginning.
- Derbyshire Road was only ever nominated as a lay site for storage and parking and was never a realistic contender as a dive site. It was useful as a deflection from the real and only site of Darley Road.
- The Darley Road lease is at the centre of an ICAC referral and this investigation should be finalised before any tenders are called for and any demolition of Darley Road proceeds.

The Bus Museum site should be considered by SMC as an alternative dive site. It presents none of the problems that Darley Road has and positively meets all of the SMC's Constructability Criteria. It is NOT the purported Derbyshire Road site next to the school that was rejected. It fronts City-West Link and would have no effect on the nearby school at all.

This site also has advantages such as it:

- is also close to the mainline tunnel and has geographical height so tunnel inclines are reduced
- is not prone to flooding where Darley Road is in a high flood zone area
- has high voltage electricity already available to the site unlike Darley Road where many local streets will need to be dug up to connect it to the electricity substation on Balmain Road



- does not need the existing building to be demolished as it is 40 meters wide (RMS turning circle requirements for a truck with dog is a maximum of 25 metres)
- does not have steep inclines to and from City-West Link for a trucks with dogs to negotiate so less noise, dust and diesel pollution
- has 5000 square metres of internal shed space which is larger than the whole of the Darley Road site
- has extra land for worker parking on site
- can allow sound proofing to be added to either external or internal walls
- has a roof that can be easily removed and a higher one added; the roof would then be lowered to the original height once the site is no longer needed
- does not need to have properties acquired as it belongs to the NSW Government and has no contentious compensation to be paid
- maximises the use of a major road rather than destroying the use of local roads

This site is perfect and needs to be considered. There is no documented consideration of this site. The focus has always been on Darley Road with its bevy of problems.

I request that this site is given serious consideration as a dive site.



SMC rejected  
Tram Shed site

#### RECOMMENDATION 2 – Bus Depot

- No +\$50 million compensation needs to be paid
- Use half of the Bus Museum site as a dive site.
- Provides direct access to and from City-West Link
- Traffic lights for exiting trucks would be synchronised with the Balmain Road traffic lights
- Construction of an unbroken acoustic wall (shown in green) for the residents most of which are backing onto garages or the church.
- Fully loaded trucks exit downhill which makes far less noise
- The Bus Museum site is wider than the Tram Shed site option that was previously one of the options flagged by SMC so truck turning should be easy
- The Bus Museum could be temporarily located to a revamped Tram Shed with a COLA added.
- Once the dive site is no longer needed, the Bus Museum could return to the original ameliorated site
- The Tram Shed could then be used by the school and the community
- The Bus Museum site is much larger than the tiny Tram Shed site that was eventually rejected by the SMC as a dive site due to community pressure

I request that SMC and WestConnex abandon 7 Darley Road as a totally unsuitable dive site unless it is mandated in the EIS that spoil trucks access and egress via City-West Link. I also request that the Bus Museum building be seriously considered as the dive site. It is far more appropriate for that purpose.

If Darley Road becomes the dive site, I request that the ICAC process into the lease arrangements are finalised before tenders are sought for the Darley Road site and this section of Westconnex. If this does not occur, I request that a formal audit is undertaken and the compensation paid to all parties including to the private developers of Tdrahhiel (Shane Barr and Robbie Ingham), Woolworths, Endeavour Drinks, Dan Murphy's, Kerry Chikarovski, Rail Corp and anyone else or any organisation that gains benefit from this, immediately becomes public knowledge.

This is public money that is being paid to private entities and as such should be party to full disclosure if a high level of probity is to be maintained by this Government. Having SMC as a private company with two NSW Liberal Government ministers as the only shareholders does not provide a veil of confidentiality to the ethical right and transparency of information that is to be expected by the people of NSW.

Yours sincerely

Jayne McMaster

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 07:31:13 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Kelly Webster (object)

**From:** system@accelo.com On Behalf Of Kelly Webster  
**Sent:** Sunday, 15 October 2017 6:31:02 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Kelly Webster (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kelly Webster  
[REDACTED]

[REDACTED]

Rozelle, NSW  
2039

Content:

1. PUBLIC TRANSPORT> I would prefer the money and land spent on this project to be transferred into public transport, such as trains - which would carry far more people in a more efficient manner.
2. SMOKE STACKS> I am a parent at the local school where smoke stacks are proposed to be built. I am concerned that this will have a negative impact on my children's health. This could be from there being smoke and dust in the air. Also the particular types of particles are potentially harmful, causing problems once inside the body. Carbon monoxide is an obvious candidate. There is a clear link between air pollution causing many different medical conditions.

[REDACTED]  
 Submission: Online Submission from Kelly Webster (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227690](https://majorprojects.accelo.com/?action=view_activity&id=227690)

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

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



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 07:46:06 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Joseph Capolupo (object)  
**Attachments:** 227692\_M4-M5 Link Submission\_2017Oct15\_1843.pdf

**From:** system@accelo.com On Behalf Of Joseph Capolupo  
**Sent:** Sunday, 15 October 2017 6:45:12 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Joseph Capolupo (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Joseph Capolupo  
[REDACTED]  
[REDACTED]  
[REDACTED]

Marrickville, NSW  
2204

Content:  
See PDF submission attached.

[REDACTED]  
Submission: Online Submission from Joseph Capolupo (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227692](https://majorprojects.accelo.com/?action=view_activity&id=227692)

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

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

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# SUBMISSION to WESTCONNEX M4/M5 LINK EIS.

**Attn: Secretary,**

**RE: WestConnex M4/M5 EIS, Project Number SSI  
16\_7485.**

15 October 2017

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

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

## Smoke Stacks

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

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

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

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

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

## **Rozelle Interchange**

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

The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street would greatly increase 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.

## **Darley rd Dive Site**

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

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



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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.

## Traffic Analysis

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

The 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).

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.

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

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## Project Impacts

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

## Increased Traffic

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

## Construction Impacts

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

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



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## Water Contamination Risks

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

## Community Consultation

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'.

## Alternatives

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.

Joseph Capolupo  
Marrickville 2204



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 08:21:39 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Elizabeth Dale (object)  
**Attachments:** 227710\_ED Objection to EIS\_20171015\_0001\_2017Oct15\_1920.pdf

**From:** system@accelo.com On Behalf Of Elizabeth Dale  
**Sent:** Sunday, 15 October 2017 7:21:18 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Elizabeth Dale (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Elizabeth Dale  
[REDACTED]  
[REDACTED]  
[REDACTED]

Rozelle, NSW  
2039

Content:  
Objection- see attached letter

[REDACTED]  
Submission: Online Submission from Elizabeth Dale (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227710](https://majorprojects.accelo.com/?action=view_activity&id=227710)

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

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

35 Belmore Street  
ROZELLE NSW 2039

Director, Transport Assessments Planning Services  
Department of Planning & Environment

15 October 2017

**Re: OBJECTION to Stage 3 M4 – M5 Link Environmental Impact Statement Application  
Number SSI 7485**

Dear Sir/Madam,

I would like to express my concerns regarding the EIS for the M4 – M5 Link at Rozelle released in August 2017.

I have serious concerns regarding the following issues:

- The EIS is a strategy only document and the final design has not been completed. I understand that the government has tried unsuccessfully to sell the design and construction project so if and when it is sold the final design could change dramatically.
- According to the EIS, the tunnels under Rozelle/Lilyfield are going to be in three levels- the top level will only be 15 metres from the surface. The EIS does not explain how such an exchange would be built. It does not explain what safety procedures would be undertaken to deal with situations like serious congestion, accidents or fire if it should be built. With a serious hold up on the deepest of these tunnels, the air quality will very quickly become toxic unless substantial air conditioning is a major part of the design.
- Unfiltered ventilation stacks in close proximity to Rozelle Public School, Balmain High School and the nearby aftercare and child care facilities, not to mention the sporting facilities for children that use Easton Park. This is likely to impact the health of children and adults in Rozelle (this issue is a broader issue that just Rozelle).
- The removal of a large volume of rock below an old suburb with many houses and commercial buildings that would not be designed to current building standards;
- The Iron Cove and ANZAC bridges are already at peak capacity in peak hours and will not cope with further vehicle numbers. This will also severely impact the flow of public transport on the main thoroughfares.
- The proposed open space in the Rozelle Railway Yards seems to be in conflict with statements made by Urban Grown.
- I am upset that already the Rozelle railyards are being torn up on the basis of this EIS.
- It is totally unacceptable that the local streets will have to accommodate many extra vehicles on a daily basis over a 5 year construction period in an area where parking is already very scarce. This impact on local traffic has not been sufficiently taken into account. The Rozelle Yards site will generate an enormous amount of traffic in an already congested area. I think this has been underestimated in the EIS and ask that the assessment of the impact be independently evaluated.

I believe this should not be approved without a detailed design plan. This suggests that no matter what the impact, the project will proceed at no sustainable benefit to the community.

Yours faithfully



Elizabeth Dale

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 08:40:45 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Helen Gilbert (object)  
**Attachments:** 227714\_M4-M5 Link EIS Submission \_HG\_\_2017Oct15\_1939.pdf

**From:** system@accelo.com On Behalf Of Helen Gilbert  
**Sent:** Sunday, 15 October 2017 7:40:13 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Helen Gilbert (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Helen Gilbert  
[REDACTED]  
[REDACTED]  
[REDACTED]

Balmain, NSW  
2041

Content:  
Please find my attached submission to the EIS for the WestConnex (Stage 3) M4-M5 link SSI 16\_7485

[REDACTED]  
Submission: Online Submission from Helen Gilbert (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227714](https://majorprojects.accelo.com/?action=view_activity&id=227714)

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

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



5 Jane Street  
BALMAIN NSW 2041  
15 October, 2017

Attn: Secretary,  
Planning NSW

**Submission to EIS for State Significant Infrastructure Project: SSI 16\_7485  
WestConnex (Stage 3): M4 – M5 Link**

Thank you for the opportunity to comment on this NSW government project. I object to this stage of the development for various reasons - these are categorized below into local issues and more general concerns.

**LOCAL CONCERNS: Important issues from the Balmain/Rozelle Perspective:**

**Tunnel to nowhere**

The 'spaghetti junction' interchange at Victoria Road (and the lack of detail about this and its implications) is ridiculous. How can a tunnel leading up to the Iron Cove Bridge be justified? This will bring more traffic to a choked harbor crossing that suffers major congestion in both directions in both the morning and evening peak hour (and is near capacity at most times of the day). WHY? Moreover the lack of interest in tenders for the construction of this part of the project speaks volumes about its questionable quality – on all criteria.

**Air pollution stacks to be 'in the vicinity' of Rozelle Public School**

There is little to no detail about the air pollution stacks for this long length of tunnel from Haberfield through various suburbs ending up at Rozelle except that there will be no less than 4 stacks around Rozelle – with one or more in Victoria Road 'in the vicinity of Rozelle Public School'. Four other schools are also within the impact zones of the various unfiltered air pollution stacks. What more can be said? Appalling.  
[See also further comments below about the lack of air filtration – in this day and age!]

**The loss of Rozelle Rail Yards and the White Bay Goods Line ... for a road**

Most other cities – particularly in the developed world but also in the developing world are dismantling freeways (especially those near waterfronts) and using rail transport instead. However, in Sydney for our future planning, we are pulling up a significant rail line that could connect the existing inner west rail line to White Bay, the White Bay Power Station redevelopment site and its surrounds, Rozelle and the Balmain peninsula as a whole. The goods line and land link is being dismantled and permanently lost for a questionable and highly unpopular road project (that would have been appalling transport planning back in the 1950s).

**Adverse impact on the Bays Precinct**

Moreover, this tollroad/motorway will be right next to and part of the Bays Precinct – redevelopment project that so obviously needs public transport provision to be livable, sustainable and successful. Instead new residents, tourists and commercial enterprises will be next to a massive motorway. Planning NSW should recognize this is far from world class planning.

### **Building road tunnel infrastructure on low-lying waterfront land in an era of climate change**

Evidently little to no consideration has been given to sea level rise when choosing the location for the major interchange for this project given we are living in an era of climate change. NSW courts have confirmed that climate change is a consideration under the Environmental Planning and Assessment Act that should not be ignored in planning and development decisions. How is it justifiable to build such significant and costly infrastructure on low-lying land – some of which is recognized as flood prone land so close to Rozelle Bay, given the obvious further risks of inundation due to sea level rise?

### **Inadequate community consultation**

Having attended the 'community consultation' evening in my suburb (Balmain), I was appalled at the lack of detail provided in response to sensible questions about ***where ventilation stacks will be*** in the Rozelle area – ***the actual locations are yet to be determined (or at least announced)*** – HOW ARE WE SUPPOSED TO COMMENT SENSIBLY WHEN THERE IS NO DETAIL ON ACTUAL LOCATIONS OF STACKS?

Moreover the ***responses about why there will be no air filtration were embarrassingly inadequate***. The air quality consultant suggested that filtration in air ventilation stacks occurs 'nowhere else in the world' – and when challenged about that, they conceded that, yes, it has occurred in other countries, but that there is no information on the performance of these filtered stacks – or where there is information, there is not much on the resulting air quality. More challenges promoted responses that suggested the only improvements of filtration were in particulate pollution, so that shouldn't matter so much to us (*Particulates are the dangerous type of air pollution we particularly need to avoid. The World Health Organisation declared diesel particulate pollution to be carcinogenic in 2012.*). Either the consultant provided to us had no idea about air pollution and its health impacts and mitigation of these impacts, or else he hoped the local community had no idea. This is not proper community consultation.

This same 'community consultation' event was brought to an abrupt halt when one single person walked into the room and ripped up a map of the proposed WestConnex route as a gesture of what he and his stakeholder group thought of the project. In response to this ... all of the 'consultants' who were in the midst of 'consulting/informing/defending the project' were quickly ordered out of the hall into a kitchen at the rear and the community was left in the room for 15 minutes wondering when the community consultation would resume. Instead, we finally got a brief announcement from a representative that the consultation session was now over (one hour early). People who were entering the hall to hear about the project and ask their questions were greeted with someone telling them 'The meeting is over due to an incident'. **This so-called 'consultation' was a farce.** Those of us who made the effort to go were given mis-information and no chance to have our questions answered properly. To over-react to such a minor incident and call off the consultation session just showed that the consultation was tokenistic and they took the first excuse to get out of there. There was no danger and no risk to anyone – someone was just making a statement about what they felt about the project. As an urban planner who has worked in environmental assessment of major projects – including organizing major public inquiries, I am appalled at the quality of the planning process for this project – particularly the lack of proper planning, budgeting, attention to reducing social and environmental impacts, and the lack of any business case, or transport planning justification for the overall project. The proposal fails on all three grounds – social, environmental and economic and to top it off, the consultation process was not adequate.

## **Important Issues from a Sydney/NSW/Global Perspective:**

### **Lack of detail in the EIS**

There is inadequate detail throughout the EIS – and it is not appropriate that the public must submit comments on vague ‘concept’ and ‘indicative design’ descriptions. The detail will apparently come once contractors are appointed and come up with their Preferred Infrastructure Reports - which the public are not able to make submissions on. The community and all relevant stakeholder groups (including government agencies like the EPA) cannot provide meaningful feedback on concept plans in the absence of relevant details.

### **Road building is outdated and increases traffic through induced demand**

Governments across the world in both developed and developing countries have long recognized the problems associated with road building and most have left this ideology back in last century – instead replacing roads by providing quality public transport infrastructure. This particular road project has major social and environmental impacts that have not been considered adequately and the overall project is not properly planned, budgeted or robust in any way. Moreover, transport planners have long recognised that building roads simply creates induced demand – and quickly results in more traffic congestion and all the associated impacts, including environmental (eg air pollution), social (eg health impacts) and economic (eg public sector debt for decades) implications.

### **Responsible planning and development in an era of climate change**

Why is a road project chosen as the solution to Sydney’s congestion when our rail system is at capacity and so obviously needs investment and expansion? Only rail and low carbon transport options should ever be considered for new major transport infrastructure in Sydney in this day and age – given the knowledge the world now has about the catastrophic impacts carbon based transport (including roads, traffic and cars) is having on greenhouse gas emissions.

### **Lack of assessment/consideration of true alternatives to this project**

The EIS lacks any proper assessment of true alternatives to this project. The justification that the project is simply ‘government policy’ (stated on Planning NSW FAQs for this EIS) is inadequate and does not come close to appropriate justification for a major infrastructure project. Surely its justification should be that the project attempts to solve transport problems in Sydney – and in that case, rail alternatives should be considered (as noted in the footnotes of the Secretaries Environmental Assessment Requirements SEARs). Consideration of rail-based alternatives has not been done – and the much narrower approach to ‘alternatives’ taken in this EIS (mentioning just other road options) is tokenistic and inadequate for the proper environmental assessment of projects and proposals – especially ones of such magnitude. This project is a textbook example of how-not-to plan-for cities (ie make an announcement about a road project, then spend lots of money attempting to justify it, while having a shallow, inadequate consultation process and provide no details worth discussing by the consultation stage).

### **Drivers from outer suburbs**

While the WestConnex project is being promoted to commuters who live in outer suburbs as the answer to their long commutes, experience shows that all such roads (including the original M4) lead to increased traffic using the road and hence increased congestion soon after the road is built. Moreover, the full toll costs of using this WestConnex motorway are not finalized and are generally expected to be prohibitive by expert analysts (particularly given the need to sell half the project to the private sector to fund construction of Stage 3).



## **Inadequate control of environmental impacts of earlier Stages severely reduces confidence in prediction and mitigation of impacts, monitoring and compliance**

Stage 2 of the WestConnex project through St Peters has been mismanaged and significant unacceptable impacts have occurred there already that were not considered in the EIS analysis for those stages. These impacts include:

- The widespread removal of trees and reduction of footpaths on side streets and access roads around St Peters to ensure these local streets can cope with the greatly increased traffic they will be subject to.
- The failure of Sydney Motorway Corporation to comply with the environmental protection licences granted for approvals of previous stages of this project.
- The EIS concedes that traffic around both St Peters and Rozelle will actually be **worse** when this road project is built – this has significant adverse health implications for the high density populations living in these areas. The EIS is silent on how these pollution and health impacts will be ameliorated or overcome (there are no measures outlined to reduce these). The EIS also fails to show how such major impacts on inner-ring populations are at all justified.
- The appalling odours emanating from construction impacts in the Sydney Park area (and consequent health impacts) – and the apparent inability of authorities like Planning NSW and the EPA to do anything about this shows that the **prediction, assessment and monitoring of likely impacts for the whole project has been inadequate** – as has compliance and enforcement. This severely reduces community confidence that these matters will be adequately considered in Stage 3 of the project.

## **Public consultation and Preferred Infrastructure Reports (which include actual project details) – not yet available and the need for FULL consultation**

As full details are apparently only going to be supplied once contractors are engaged and supply their Preferred Infrastructure Reports, it is only fair that the community is fully involved in consultation and able to have meaningful input into the assessment of these reports as well and any proposed conditions of consent.

## **Conclusion**

This project - and particularly the Stage 3 section of it - will create more problems for Sydney than it will solve. It is highly contentious for obvious reasons. It locks out potential sustainable, livable outcomes (like extending the existing inner west light rail) for future development of the Bays Precinct and the surrounding suburbs. It is a poor option for solving Sydney's transport problems and most obviously, will have unacceptable impacts on the locality of Rozelle, White Bay and the Bays Precinct in particular. It lacks detail and has significant opportunity costs. The application should be refused.

Helen Gilbert  
Retired Lecturer in Urban Planning, UTS

**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: Submission Details  
**Attachments:** 227720\_Stage 3 EIS Submission\_ 15th October 2017\_2017Oct15\_1958.pdf

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Sunday, 15 October 2017 7:59:13 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:

Submission from: Name: [REDACTED] .....

Please delete 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] .....

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

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Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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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 submit this objection to the WestCONnex M4-M5 Link proposals as contained in the EIS application # SSI 7485 and ask that the Minister reject the application.

Although I have severe reservations with regard to other aspects of the M4 – M5 proposal, my comments are related specifically to the Rozelle and Iron Cove region (see photograph from the EIS below where my house is marked with a black star).



## 1. Scale

- The Rozelle Interchange does not meet the project objective of linking M4 East and New M5 (Part 3.3 of EIS) and should not be included in the overall Project. Existing motorways (Cross City Tunnel and Eastern Distributor) would provide suitable road capacity to avoid the city centre.
- The scale of the Rozelle Interchange is too massive even by international standards.



## 2. Ventilation Stacks and Air Quality

- The EIS does not adequately account for impacts on health and air quality on Rozelle/ Lilyfield.
- The EIS identifies 4 unfiltered ventilation stacks to be constructed in the Rozelle/ Lilyfield area. In addition local surface roads will be widened and traffic volumes will increase.

The size of the three ventilation stacks, shown by the artist's impression in the EIS Figure 4.36, resembles very tall buildings (see below). The capacity of these unfiltered stacks is enormous.



And the stack in Figure 7.39 (reproduced below in another artist's impression) appeared to resemble a former Balmain Tigers Development building in the same area of Victoria Road, however we are reassured that it will just be a 20 m eyesore. The capacity of this unfiltered stack is again going to be enormous.



In conclusion I find, living as I do within a stone's throw of both sets of the proposed unfiltered ventilation stacks that they are both physically and environmentally threatening. The impact will be damaging to our local health. At least the exiting air must be filtered.

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 09:11:29 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Kate Cotton (object)

**From:** system@accelo.com On Behalf Of Kate Cotton  
**Sent:** Sunday, 15 October 2017 8:11:04 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Kate Cotton (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kate Cotton  
 [REDACTED]  
 [REDACTED]

Rozelle, NSW  
 2039

Content:

I am VERY concerned about the impact Stage 3 WestConnex will have on my young children's health and well-being. They attend Rozelle Public School. I, along with most parents I know in my community, would like to be reassured that:

- Air quality will be monitored at the school before, during and after construction
- All ventilation shafts proposed for Rozelle, Lilyfield etc will be filtered for PM2.5
- Careful consideration will be given to the planned location of 4 ventilation shafts in Rozelle - I find it terrifying that there are plans to site them so close to a primary school with over 600 young children
- There will be plenty of vegetation near busy roads and ventilation shafts to provide a green barrier to absorb air pollution
- Careful thought will be given to the management of air pollution, excessive noise, dust and vibration during four to five years of construction works, near my children's school and our home in Rozelle
- Tunnelling work (and activities to support tunnelling) will NOT be ongoing 24 hours a day, seven days a week, with only a few hours of respite, close to our school and home. It is VITAL that 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
- There will NOT be a constant stream of huge trucks driving past Rozelle Public School and on local streets and subcontractors parking in my street
- Residual space meant for public parks will be used for just that and will NOT be kept by the RMS for future infrastructure projects
- Construction will NOT cause the disturbance of lead and other toxic industrial pollutants known to be distributed in the soil throughout Rozelle and the spread of soil contaminants throughout the surrounding area, including the School
- The Iron Cove Link will remain toll free to avoid the creation of rat runs in Rozelle and Lilyfield by road users avoiding tolls
- A traffic plan will be carefully thought through and implemented to maximise our children's health and safety and ability to walk to and participate in important School events, such as the School cross country

and athletics carnival, normally held at King George's Park, and the School swim carnival at Drummoyne pool.

Finally, I'd like to say that we absolutely love living in Rozelle, it's a beautiful community in the heart of one of the best cities in the world - and we really hope that Stage 3 WestConnex doesn't ruin it forever. As a family, we are big users of public transport and still believe that investing in updating and upgrading Sydney's public transport network would be a better use of taxpayers' money and would pave the way for the Sydney of the future.

  
Submission: Online Submission from Kate Cotton (object)

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Submission for Job: #7485 WestConnex M4-M5 Link

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Site: #3247 M4-M5 Link

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



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 09:16:27 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Katie Bartolillo (object)

**From:** system@accelo.com On Behalf Of Katie Bartolillo  
**Sent:** Sunday, 15 October 2017 8:13:03 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Katie Bartolillo (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Katie Bartolillo

[REDACTED]

Croydon, NSW  
2132

Content:

Hi , I oppose the proposed work at the Muirs Ashfield due to its proximity to my children's school. I have two children attending Haberfield PS with another starting next year. My daughter suffers from asthma and allergies and I would prefer her not to be subjected to more dust and allergens than there already is due to the existing work. I also don't want to be subject to more traffic congestion and have even more tradies parking near the school. I know 'parking' was created for the tradies of Westconnex but so many of them don't seem to use it.

Submission: Online Submission from Katie Bartolillo (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227724](https://majorprojects.accelo.com/?action=view_activity&id=227724)

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

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

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 09:42:46 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Marghanita da Cruz (object)

**From:** system@acelo.com On Behalf Of Marghanita da Cruz  
**Sent:** Sunday, 15 October 2017 8:42:02 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Marghanita da Cruz (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Marghanita da Cruz  
[REDACTED]

[REDACTED]  
[REDACTED]  
Annandale, NSW  
2038

Content:  
 I object to the construction of the Westconnex motorway including the M4-M5 Link on the following grounds:

- 1) The motorway project is proceeding at the expense of much needed improvements to public transport.
- 2) The motorway will not address congestion on Sydney Roads (only public transport can do that). This congestion affects the economy and social fabric of our communities.
- 3) The motorway will bring more cars into the Inner West and onto our local roads, increasing the chance of injury from motor vehicle accidents and adverse health impacts from noise and air pollution.
- 4) The motorway will increase pollution across the Sydney Basin
- 5) The evidence of the construction of the M4 East at Cintra Park, Haberfield and Ashfield is there will be significant detours for pedestrians and cyclists including children walking to schools and to public transport.
- 6) The trucks removing the spoil from the other sites has increased congestion and blocked on Roads including Parramatta Road.
- 7) Noise from nightworks at different locations have impacted residents without respite at existing construction sites. The experience is that the noise modelling and the estimate of the construction work to relocate utilities has been underestimated and has adversely affected residents beyond that predicted by the project.
- 8) Destruction of Historical warehouses, bank, brewery and laneways between Pyrmont Bridge Road and

## Mallet Street

9) Loss of livelihoods of business owners, landlords, employees of businesses currently operating in the Light Industrial zones between Pyrmont Bridge Road and Mallet St, in the Rozelle Rail Yards and even at Dan Murphy's on Darley Road.

10) Health impacts of emissions from trucks removing the spoil and dust from construction and operation of the motorway on Pedestrian, Cyclists and Bus Users on the Crescent and Booth Street Annandale. Also on Parramatta

11) Unacceptable detours for Pedestrians and Cyclists at the Crescent Annandale during construction and then operation of the tunnel exit at the Crescent. Also on Parramatta Road, Ashfield and Haberfield; Wattle St Haberfield and Darley Road Leichhardt.

12) Destruction of Buruwan park Annandale and loss of cycle and pedestrian access to the Rozelle Bay Light Rail Station, Foreshore and the CBD during construction and operation of the Tunnel exit at the Crescent Annandale.

13) The tunnel exit at the Crescent will increase congestion and traffic through Annandale particularly on Johnston St, Booth St and the Crescent. This will lead to rat runs through local streets and a decrease in air quality due to the additional traffic

14) The Motorway will increase greenhouse gases from motorvehicle emissions

15) The dust, noise and traffic from construction sites at Parramatta Road Ashfield and Haberfield will affect children walking to school, cyclists and bus passengers. Footpaths around the construction sites at Haberfield, Ashfield and Cintra park have been blocked off and even when open are left in poor state by construction work.

16) The increased pollution will decrease the effectiveness of Solar Panels.

17) The Pollution effects of off road diesel generators used on construction sites and for utility works is not addressed

18) The Lifecycle of Pollutants generated by the vehicle traffic is not addressed

19) The impact of construction on the projects to "naturalise" White's Creek, Johnston's Creek and Iron Cove Creek

  
Submission: Online Submission from Marghanita da Cruz (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227744](https://majorprojects.accelo.com/?action=view_activity&id=227744)

Submission for Job: #7485 WestConnex M4-M5 Link  
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**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 09:49:08 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Alice Badger (object)

**From:** system@acelo.com On Behalf Of Alice Badger  
**Sent:** Sunday, 15 October 2017 8:31:08 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Alice Badger (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Alice Badger  
 [REDACTED]  
 [REDACTED]

Lilyfield, NSW  
 2040

**Content:**

I strongly object to this proposal and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below.

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 about one of the proposed unfiltered smokestacks for the Iron Cove Link being located less than 100 metres from Rozelle Public School. I have major concerns for the health of not only my two children, but the 600+ other students and staff at the school. As an absolute minimum, I ask that the air quality be monitored at the school before, during and after construction so that the impact can be accurately measured. In addition, the ventilation shafts proposed in the Rozelle and Lilyfield areas must be filtered for PM2.5. I request lots of vegetation near the busy roads and planned ventilation shafts to provide a green barrier to absorb the vastly increased air pollution.

Not only do I have concerns regarding the air quality, I also have major concerns about the dust and vibration during the four to five years of construction works, both near the school and near our home. My understanding is that this work will be 24 hours a day, seven days a week, with only a few hours of respite. The impact on children's ability to learn during school hours with this disruption is very concerning. Also concerning is for those living close to the construction. We must ensure these children are able to receive a full night's sleep, as lack of sleep leads to tiredness and proven learning difficulty. Provision of air-conditioning for all homes, businesses, schools and day care centres within 500m of construction will be required, so windows can be kept shut to avoid the construction noise and air pollution.

During the construction phase, I have further concerns about a constant stream of huge trucks driving past the school and on local streets. There is a need for additional footbridges/underpasses across Victoria Road to Darling Street and to Terry Street to ensure the safety of our children walking to and from school. There must be a traffic plan to maximise our children's health and safety and ability to walk to and participate in important school events, such as the school cross country and athletics carnival, normally held at King George's Park, and the school swim carnival at Drummoyne pool.

I have concerns around the community consultation process to date. Firstly, that the EIS isn't the final design and subcontractors can change the design without any community consultation or approval. Secondly, that the residual space meant for public parks might be kept by the RMS for future infrastructure projects, and thirdly that the traffic modeling is inaccurate. 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, must be provided so local residents can get to work. I am also looking for guarantees that the Iron Cove Link remains toll free to avoid the creation of rat runs in Rozelle and Lilyfield by road users avoiding tolls.

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.

  
Submission: Online Submission from Alice Badger (object)

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Submission for Job: #7485 WestConnex M4-M5 Link

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Site: #3247 M4-M5 Link

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Sunday, 15 October 2017 8:55:05 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]

Email: [REDACTED]

Address:  
[REDACTED]  
[REDACTED]

Content:

I am deeply outraged by the Westconnex M4-M5 link EIS. I demand that:

\*no tunnelling proceed in Rozelle until the entire project is approved

\*the depth of tunnelling be increased in order to reduce ground movement settlement in Rozelle to below 20mm EIS criteria

\*conditions of approval include clear mitigation strategies to ensure ground borne noise doesn't exceed NML 35dB at night for extended periods on repeat occasions in Rozelle.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227750](https://majorprojects.accelo.com/?action=view_activity&id=227750)

Submission for Job: #7485 WestConnex M4-M5 Link

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

**From:** system@acelo.com On Behalf Of [REDACTED]  
**Sent:** Sunday, 15 October 2017 8:56:03 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:

Dear Sir/ Madam

Thank you for the opportunity to comment on the EIS for Westconnex Stage 3.

I do not support the Westconnex Road project. I believe that Taxpayer's money is better spent getting people out of cars; reducing the number of car trips made; and investment in public transport. However given that stages 1 and 2 of Westconnex have already been approved, I feel that we have no choice but to accept Stage 3 - without it Stages 1 and 2 will dump vehicles onto local streets.

In addition to the above, I make the below comments regarding specific areas of concern:

- Whilst I accept the statement in the EIS that treatment of air emissions from tunnel ventilation is not necessarily an accepted practice around the world, the health and environmental impacts of air emissions from vehicles and tunnels are known. Applying the precautionary principle, I believe that we should be doing more to treat the key pollutants from tunnel ventilation.

- I note that in Chapter 12 of the EIS a commitment is made to prepare building condition surveys for properties within 50 metres from the outer edge of the tunnels. I am quite concerned about possible subsidence impacts on my home, which has been standing in place for over 125 years now. I welcome the opportunity to have my home assessed before tunnelling begins.

I am also concerned about settlement which may occur as a result of groundwater drawdown, which the EIS states can be difficult to distinguish from settlement due to groundwater drawdown due to natural

processes, and can occur over a longer period than settlement due to collapse during tunnelling. Please consider requiring the proponent to put a procedure in place to monitor groundwater drawdown across the project area for a number of years after the project is completed, and have a procedure in place to deal with any subsidence impacts to properties as a result.

- In relation to noise, I am concerned that the EIS states that rock breakers and blasting may be used for tunnel construction, but that modelling of impacts for these methods will occur after consent. If it is proposed to use these construction methods, impacts should be modelled upfront. I was also unable to determine the exact location of tunnel cross-passages, and therefore whether noise and vibration from these more intrusive construction methods would affect me in my home.

- In relation to contamination, the EIS identifies O'Dea Reserve, a former clay pit, which was then used for uncontrolled filling. The Geological Long Sections (Appendix E) are incorrect as they do not show this area as containing fill.

In addition, the EIS indicates that it appears that some remediation has taken place, but does not contain detail as to the current status of the site. The EIS also does not contain any detail regarding the depth of uncontrolled filling, or the current groundwater quality. Given that this site is directly above the tunnel alignment, contaminated groundwater and landfill gas may pose a risk to workers and the environment. Please consider requiring further investigations of this site prior to works commencing.

- Finally, the EIS contains numerous mentions of the possibility of using Parramatta Road for light rail once Westconnex is complete. Westconnex provides a great opportunity to realise improvements in public transport and cycling along the Parramatta Road corridor. I encourage the government to investigate options and put plans in place as soon as possible to reserve this important corridor, especially given the Parramatta Road Urban Transformation Strategy.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227752](https://majorprojects.accelo.com/?action=view_activity&id=227752)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 10:12:37 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Susan Cole (object)

**From:** system@acelo.com On Behalf Of Susan Cole  
**Sent:** Sunday, 15 October 2017 9:12:05 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Susan Cole (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Susan Cole  
 [REDACTED]  
 [REDACTED]

Rozelle, NSW  
 2039

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

To Whom it may Concern:

Ref: Objection To Westconnex M4/M5 Link EIS Project Number SSI 16 7485

I am writing to express my strong objection to the WestConnex M4-M5 Link EIS for many reasons however I will focus on one objection at this time.

Proximity to Schools of unfiltered Smoke Stacks and Parks.

These stacks are proposed for the Iron Cove entrance to the interchange and are less than 100 metres from Rozelle Primary School, and less than 400 metres from Sydney Secondary College Balmain. The health of these children will have detrimental consequences.

Therefore I ask that the ventilation shaft at Terry Street be filtered for PM2.5 or moved to a safer distance from the school to the Rozelle Goods Yard.

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

Yours Faithfully,

Susan Cole

[REDACTED]  
 Submission: Online Submission from Susan Cole (object)



[https://majorprojects.accelo.com/?action=view\\_activity&id=227758](https://majorprojects.accelo.com/?action=view_activity&id=227758)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

<p><b>Attention Director</b>  Application Number: SSI 7485</p> <p>Infrastructure Projects, Planning Services,  Department of Planning and Environment  GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name: WestConnex M4-M5 Link</p>	<p>Name: SUSAN COLE</p> <p>Signature: <i>[Signature]</i></p> <p>Please <u>include</u> my personal information when publishing this submission to your website.  I <u>HAVE NOT</u> made reportable political donations in the last 2 years.</p> <p>Address: 1 YORK PLACE</p> <p>Suburb: ROZELLE Postcode 2039</p>
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**I object to the WestConnex M4-M5 Link proposals for the following reasons:**

- ✦ It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With four unfiltered emissions stacks in the area plus a large number of exit portals, the residents of this area will suffer greatly from poisonous diesel particulates. This is negligent when you consider that , the World Health Organisation in 2012 declared diesel particulates carcinogenic. " As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments. Your Education Minister Rob Stokes declared in 2017, "No ventilation shafts will be built near any school."
- ✦ Alternative access route for trucks – Leichhardt: The EIS states that there are 'investigations' occurring into alternative access to the Darley Road site. The EIS does not provide any detail on which residents can comment about alternative access which would keep trucks off Darley Road. The plans for alternative access should be expedited. It should be a condition of approval that the alternative access is confirmed and that no spoil trucks are permitted to access Darley Road due to the unacceptable noise, safety and traffic issues that the current proposal creates.
- ✦ The EIS states that property damage due to ground movement "may occur, further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement is lessened** where tunnelling is more than **35 metres underground**. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are astonishingly shallow eg **John St at 22metres Hill St at 28metres Moore St 27metres. Piper St 37metres(Vol 2B Appendix E Part 2) Catherine St at 28metres(Vol 2B Appendix E Part 1)**. At these shallow depths, the homes above would indisputably sustain serious structural damage and cracking. Without provision for full compensation for damage there would be no incentive for contractors or Roads and Maritime Services to minimise this damage.
- ✦ The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city
- ✦ I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed. There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.
- ✦ No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

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

Name:..... SUSAN COLE.....

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:..... 1 YORK PLACE.....

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**

**Application Name: WestConnex M4-M5 Link**

- A. 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 is a complete White Elephant. 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 behavior is called 'peak spreading'..." This is a categorical admission of failure of this complete project and a stupendous waste of Tax Payers money.
- B. No need for 'dive' site - Leichhardt. There is no need for the Darley Road site, other than a time saving (tunneling) of several months. It is unacceptable that the community should be forced to endure 5 years of severe disruption to accommodate the timetable of the private contractors. The EIS should not be approved on the basis that it contains provision for the Darley Road site without any proper justification as for its need.
- C. 371 homes and hundreds of residences near the Darley Rd construction site will be affected by noise sufficient to cause sleep disturbance. The EIS promises negotiation over mitigation on a one by one basis. This is not acceptable to me. On other projects those with less bargaining power or social networks have been left more exposed. There is no certainty in any case that additional measures would be taken or be effective. This is another unacceptable impact of this project and reason why it should be opposed.
- D. The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)
- E. This EIS provides no basis on which to approve such a complex project including the building of interchanges underneath Sydney suburbs Rozelle and Leichhardt. It would be absurd to approve the building of up to three tunnels under people's homes on the basis of such flimsy information.
- F. 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



**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:

SUSAN COLE

Signature:

Slob

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

Address:

1 YORK PLACE

Suburb:

ROZELLE

Postcode

2039

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

- ◇ I am concerned that while hundreds of impacts on resident, including noise, loss of business, dust, and lost time through more traffic congestion, are identified in the EIS, the approach is always to recommend approval and promise vague 'mitigation' in the future. This is not good enough.
- ◇ The EIS at 7-21 states that Community update Newsletters were distributed to residents 'near the project footprint' in many suburbs. This statement is simply not correct. No such newsletters were received by residents in central and northern Newtown. SMC was made aware of this fact, but has not responded to verbal and written requests for audited confirmation of the addresses 'letterboxed'. This statement of community engagement should be rejected by the Department.
- ◇ The EIS states that traffic congestion around the St Peters Interchange is expected to be worse after completion of the M5 and the M4-M5 Link particularly in the evening peak hour. The EIS admits that this will have a "moderate negative" impact on the neighbourhood in increasing pollution (also admitted separately) therefore in health impacts, on safety for foot and cycle traffic but also for vehicles and on the local amenity.
- ◇ The EIS acknowledges that visual impacts will occur during construction. However it does not propose to address these negative impacts in the design of the project. This is unacceptable and the EIS needs to propose walls,, plant and perimeter treatments and other measures at appropriate locations to lessen the impact on visual amenity. (Executive Summary xviii)
- ◇ It is obvious the NSW government is in a desperate rush to get planning approval for the M4/M5. It has only allowed 60 days for comment yet the M4/M5 project is the most expensive and complicated stage of WestConnex. Critically, it involves building three layers of underground tunnels under parts of Rozelle. Such tunnelling does not exist anywhere in the world and as yet there are no engineering plans for this complex construction. Approval depends on senior staff in NSW Planning compliantly agreeing to tick off on the EIS, as was done with the New M5 and the M4. This demonstrates a wanton disregard for the safety of the residents of Rozelle and those who will be using the tunnel. WHAT IS THE RUSH?
- ◇ This EIS contains little or no meaningful design and construction detail. It appears to be a wish list not based on actual effects. Everything is indicative, 'would' not 'will', telling me nothing is actually 'known' for certain – and is certainly not included here.
- ◇ Stage 3 is the most complex and expensive stage of WestConnex and the government is seeking approval, yet there are no detailed construction plans so we are not speaking to a real situation.

**From:** Susan Cole <campaigns@good.do>  
**Sent:** Sunday, 15 October 2017 2:24 PM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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

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

I object to unfiltered pollution stacks being built in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

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 government needs to urgently review its policy of support for unfiltered stacks.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

During the Stage one consultation phase, residents were repeatedly told that after construction of the M4 East, there would be no more above ground construction in Haberfield. It now appears that they were misled. SMC is already



preparing its Preferred Infrastructure Report which will include its final choice of option. I demand that this report be made public as soon as it is filed with NSW Planning and that residents be given a right to consultation on the actual plan before a determination on this EIS application is made by NSW Planning.

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

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

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

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

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

Yours sincerely, Susan Cole 1 York Place, Rozelle. NSW 2039

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

Please reply to Susan Cole at [boyes.susan@gmail.com](mailto:boyes.susan@gmail.com).

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

**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:

SUSAN COLE

Signature:

S Cole

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

Address:

1 YORK PLACE

Suburb:

ROZELLE

Postcode

2039

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

- I. 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.
- II. Additional facilities. The EIS states that the contractor may decide upon additional 'construction ancillary facilities' to the 12 identified in the EIS. The EIS should not be approved on the basis that there may be more unidentified sites taken, as residents will have no opportunity to comment on their impacts. The approval condition should limit any construction facilities to those already notified and detailed in the EIS.
- III. I am concerned that while hundreds of impacts on resident, including noise, loss of business, dust, and lost time through more traffic congestion, are identified in the EIS, the approach is always to recommend approval and promise vague 'mitigation' in the future. This is not good enough.
- IV. The EIS at 7-21 states that Community update Newsletters were distributed to residents 'near the project footprint' in many suburbs. This statement is simply not correct. No such newsletters were received by residents in central and northern Newtown. SMC was made aware of this fact, but has not responded to verbal and written requests for audited confirmation of the addresses 'letterboxed'. This statement of community engagement should be rejected by the Department.
- V. The EIS uses the term 'construction fatigue' to refer to the continuing impacts of construction. In St Peters construction work in relation to the M4 and M5 has been going on for years. Approval of this latest EIS will mean that construction impacts of M4 and New M5 will extend for a further five years with both construction and 24/7 tunnelling sites. In reality 'construction fatigue' means residents in St Peters losing homes and neighbours and community; roadworks physically dividing communities; sickening odours over several months, incredible noise pollution 24 hours a day and dangerous work practices putting community members at risk. These conditions have already placed enormous stress on local residents, seriously impacting health and well-being. Another 5 years will be breaking point for many residents. How is this addressed in the EIS beyond the acknowledgement of 'construction fatigue'. This is intolerable for the local community who bear the greatest cost of the construction of the M4 and M5 and the least benefit.
- VI. The EIS identifies hundreds of negative impacts of the project but always states that they will be manageable or acceptable even if negative. This shows the inherent bias in the EIS process.
- VII. It is outrageous to suggest that four unfiltered stacks would be built in one area in Rozelle

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

Name:..... SUSAN COLE

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:..... 1 YORK PLACE

Suburb:..... ROZELLE Postcode..... 1585

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

- ❖ Night works – Leichhardt. The EIS states that to minimize disruptions to traffic on the existing road network (including in peak hours) there will be night works where appropriate. Given the congested nature of Darley Road, it is likely there will be frequent night work (EIS, 6.4). This will create an unacceptable impact in residents. It is unacceptable that a highly unsuitable site has been selected. And, instead of a proper plan to manage traffic, the EIS contemplate work simply occurring at night. This is objected to in the strongest terms.
- ❖ The 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.
- ❖ There will be 100 workers a day on the site, with provision for only 10-20 car spaces and there is a concession that local streets will be used, who will be 'encouraged' to use public transport. Our experience with the major construction sites in Haberfield, and St Peters that public transport is not used by the workers and that despite the fact they are not supposed to do so, they park in our local streets and cause strife with our residents.
- ❖ The EIS admits that air pollutants will exceed permitted levels along the Canal Rd used to access the St Peters Interchange because the traffic will be heavier. This is an unacceptable impact which will adversely affect vehicle users because it is known

that people in their vehicles are not protected from the air pollution, as well as anyone on foot or cycling in the streets around the interchange. No amelioration is offered.

- ❖ The EIS states that investigation would be undertaken to confirm whether the Victoria Road bridge is a potential roost site for microbats. There will be attempts to 'manage potential impacts' if confirmed. This is inadequate. The project should not be permitted to impact on vulnerable species.
- ❖ I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.
- ❖ 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.



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

**From:** system@acelo.com On Behalf Of [REDACTED]  
**Sent:** Sunday, 15 October 2017 9:13:03 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:

The goal of the West Connex should be to improve current and future situations for people, communities and workplaces regarding the movement of people, goods and services. This should be at no negative impact of people's families, communities and workplaces. Mindful planning and decision-making by the NSW government and all relevant departments working together needs to recognise and enhance sustainability, healthy practices and affordability for all concerned.

The current decisionmaking of extensive tunnels for tollways, goes against best current practices across the world, where innercity tunnels and motorways are being removed as they are not functional for local and state communities. They have not achieved well for the business models as advocated. This is happening in advanced countries such as France, South Korea and England.

The private/ public partnership does not appear to be satisfactorily thought through. There is no return to the public for the vast public investment.

There are often unrealistic projections of what families and workers are able and comfortable with paying for tollways, especially given this tollway is in inner Sydney, where mortgages and rents are high. Most people, especially employees are finding these demands challenging in the innerwest. Past experiences have shown in Sydney that employees will avoid paying excessive toll costs as much as possible, and often end up increase negative impact on local roads and streets.

Pollution from fine particles of diesel coming from tollways negatively influences peoples' health, whether toll users or community residents. Pollution that arises from unfiltered or poorly filtered and inadequately monitored stacks is not defensible.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227760](https://majorprojects.accelo.com/?action=view_activity&id=227760)

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

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

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 10:19:27 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Nicholas Short (object)  
**Attachments:** 227764\_M4M5 Link EIS Submission v1\_1\_2017Oct15\_2116.pdf

**From:** system@acelo.com On Behalf Of Nicholas Short  
**Sent:** Sunday, 15 October 2017 9:17:09 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Nicholas Short (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Nicholas Short  
[REDACTED]

[REDACTED]  
[REDACTED]  
Rozelle, NSW  
2039

Content:  
 18 Springside Street  
 Rozelle  
 New South Wales  
 2039  
 Department of Planning and Environment  
 Attn: Director, Transport Assessments  
 GPO Box 39  
 Sydney NSW 2001  
 14th October 2016

Re: Objection WestConnex M4-M5 Link Environment Impact Statement Project Number SSI 16\_7485.  
 Attn: Director,

I object to the published WestConnex M4-M5 Link Environment Impact Statement for the following reasons:

1. There are no measurements of lead contamination within the soil along Victoria Road between the Iron Cove Bridge and ANZAC Bridge. Many studies across the world have been made into lead contamination from the years of vehicles using leaded fuel including that by
  - a. Mielke and Reagan: "[who] examined data from soil samples taken from sites along U.S. roadsides and found inordinately high levels of lead residue. Their work was done in several locations to show consistent findings. Their premise is that leaded gasoline emissions would contain small particles of lead that would be deposited close to where it was emitted, along roadsides. " Given that gasoline lead produced 90% of U.S. air emissions in the 1979s and was, therefore, a major source of contamination in the environment..." (<https://ohsonline.com/Articles/2011/03/01/Lead-Exposure-in-Road-Construction.aspx?Page=2&p=1>)
  - b. Laidlaw and Filippelli: "urban settings had much higher lead content than their rural counterparts, which



is attributable to the higher volume of traffic in the urban settings"

(<https://ohsonline.com/Articles/2011/03/01/Lead-Exposure-in-Road-Construction.aspx?Page=2&p=1>) "In urban locations, the highest lead levels are above 900 ppm and are found in soil samples within 10 meters of the road center [sic]. This 10-meter [sic] range almost always includes the roadway shoulders.... Although the soil levels of lead are generally stable until disturbed, typical actions done by road construction crews will cause the lead in the soil to become airborne in dust and particulate, which are the forms that are hazardous to humans." (<https://ohsonline.com/Articles/2011/03/01/Lead-Exposure-in-Road-Construction.aspx?Page=2&p=1>)

Whilst the above comes from American studies and article there is likely to be no significant difference in their findings to conditions in Australia.

The M4-M5 Link EIS makes no reference to expected or measured lead contaminants from previous vehicle use. The potential health risk of this oversight is large given the disturbance of potentially lead contaminated soil from the construction work planned and the number of children in the area. At the very least an independent study must be made with finding made public before any approval of an EIS can be made.

2. The traffic modelling used in the EIS is flawed because:

a. Traffic projections are likely to be significantly different to the actual traffic on the street network  
b. Traffic volumes projected in the model are in numerous instances well above the physical capacity of the road network.  
i. Please note this last point was verbally acknowledged by a WestConnex representative at a formal Springside Street residence meeting/information session with WestConnex where the representative announced that the Iron Cove Bridge and ANZAC Bridge were unable to support any increased traffic on current volumes as they were now at physical capacity. (His answer was given in response to the question on how many more vehicles would be using the Victoria Road corridor once the tunnel was open).

c. There is no traffic modelling of smaller streets and roads off Victoria Road such as Springside Street

3. The 5 identified ventilation stacks are unfiltered despite there being 1,371 Individual Receptors and 40 Community Receptors that attract or are targeted to children and the young identified in the EIS. Much has been made by WestConnex that filtering is not needed. However the models on air quality and the corresponding impacts on human health they have presented at numerous consultations and within the EIS are found wanting at best. It is claimed that the increase in measurable contaminants from unfiltered ventilation stacks is very small. Yet also claim that the impact to health of many of these given contaminants is not a neat correlation. So the fact of the matter is any small increase may lead to a disproportionate increase in sickness and juvenile learning impairments. The increase cost in filtering the ventilation stacks is a price very much worth paying (as many major developed nations find). (see Barnett, Adrian G, It's safe to say there is no safe level of air pollution', Australian and New Zealand Journal of Public Health Vol 38. Issue 5)

4. Springside Street is not planned as a cul-de-sac in the EIS

Springside Street is very narrow and will have additional traffic travelling through it to get to King George's oval.

Springside Street is a 'shared zone' and is not only unable to support any additional traffic but also it would be dangerous for the people that walk down the road. Walking on the road is necessary due to the required on kerb parking to ensure emergency vehicle access.

5. No consideration has been made for a much needed footbridge across Victoria Road in the vicinity of Rozelle Public School.

With the flawed traffic modelling it is impossible to tell whether there will be more or less traffic travelling along the current Victoria Road. Even if the forecast numbers within the EIS somehow eventuate traffic then the traffic along Victoria Road will be travelling faster. Details in Table 8-84 Rozelle Interchange



network performance, Chapter 08 Traffic & Transport show that it is forecast speed on Victoria Road will increase as a consequence of the project in 2023 by 2.9KM/H in the AM period and 4.8KM/H in the PM period. By 2033 this is expected to be a 4KM/H increase in the AM and 11.6KM/H increase in the PM period based on a comparison between without and with the completion of the project.

Global studies demonstrate that accident rates increase with an increase in speed. It can be said that that 1KM per hour increase in speed leads to a 3% increase in accidents.

(see: [https://ec.europa.eu/transport/road\\_safety/specialist/knowledge/speed/speed\\_is\\_a\\_central\\_issue\\_in\\_road\\_safety/speed\\_and\\_accident\\_risk\\_en](https://ec.europa.eu/transport/road_safety/specialist/knowledge/speed/speed_is_a_central_issue_in_road_safety/speed_and_accident_risk_en) ). Furthermore, "On some roads the traffic situation is more complex than on other roads. This depends for example on the number and type of intersections; the absence or presence of pedestrians, cyclists, agricultural vehicles. In more complex traffic situations, the accident risk is higher. In addition, the increase of accident risk is larger as complexity increases [Taylor, M., Lynam, D.A. & Baruya, A. (2000) The effect of drivers' speed on the frequency of accidents. TRL Report TRL421. Transport Research Laboratory, Crowthorne & Taylor, M., Baruya, A., & Kennedy, J.V. (2002) The relationship between speed and accidents on rural single carriageway roads. TRL Report TRL511. Transport Research Laboratory, Crowthorne]. An example of a low complexity road type is a motorway. An example of a high complexity road type is an urban arterial road."

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With Victoria Road being an arterial road then the factors support an increase in the number of accidents not the decrease the EIS forecasts based on less vehicles using the road.

Many students attending Rozelle Public School are required to cross Victoria Road in the morning and afternoon. The EIS has no plan such as a pedestrian bridge to reduce the risks of an accident involving children along Victoria Road despite the rise in average speed and the corresponding increase in accident rates that can be expected.

6. Even if all the data in the EIS is correct and accurate, which I believe it is not (with no developer appointed to date the EIS is too hypothetical to be approved). Additionally with the recent news that the Roads and Maritime Service has decided not to progress the construction with the sole respondent to the tender it means that an already hypothetic impact assessment becomes even more hypothetical. Any claims to of traffic level, pollution, air quality, human health, noise levels, flooding and drainage, greenhouse gas emissions, Aboriginal and Non-Aboriginal heritage impacts as well as all the other factors the EIS covers cannot be assumed to be anywhere near final. Any final constructor may seek to make changes to the plans the EIS is based on as they have not been consulted or party to the drawing up of the M4-M5 Link thereby making much of the current assessment redundant.

This Environmental Impact Statement cannot be approved. Independent studies must be made into the traffic, accident, pollution, emissions and human health with focussed attention on juvenile impacts. Any final assessment can only be considered and made once the building contractor has been involved in the planning of the construction.

Yours faithfully,

Nicholas Short MA

Submission: Online Submission from Nicholas Short (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227764](https://majorprojects.accelo.com/?action=view_activity&id=227764)

Submission for Job: #7485 WestConnex M4-M5 Link

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18 Springside Street

Rozelle

New South Wales

2039

Department of Planning and Environment

Attn: Director, Transport Assessments

GPO Box 39

Sydney NSW 2001

14<sup>th</sup> October 2016

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Yours faithfully,

Nicholas Short MA

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 10:32:48 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for company Australian Cycle Alliance (org\_object)  
**Attachments:** 227762\_WestConnex-Cycle statement on EIS-16Oct2017\_2017Oct15\_2113.pdf

**From:** system@acelo.com On Behalf Of Sara Stace  
**Sent:** Sunday, 15 October 2017 9:14:13 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for company Australian Cycle Alliance (org\_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sara Stace

[REDACTED]

Clovelly, NSW  
2031

Content:

This submission outlines our objection to the WestConnex Stage 3 M4-M5 Link (Westconnex). We believe it should not receive planning consent for the following reasons:

- There is little or no provision for cycling. Cycling has been relegated to either the shoulder of the motorway, or on circuitous back routes that do not provide safe, adequate facilities for commuters or recreational riders. The original submission for federal funding failed to include cycling infrastructure, and subsequent designs have largely ignored cycling alternatives.
- Westconnex will not achieve its stated goals of improving Parramatta Road, providing access to Sydney Airport and port, or improving commuter access from Western Sydney.
- Due to its exceptionally high cost, and high risk of economic failure, Westconnex is likely to undermine the economic competitiveness of NSW. This is highlighted by the two independent audits undertaken by the NSW Auditor General and the Australian National Audit Office that have found deep deficiencies in business cases and procurement processes.
- No comprehensive assessment of alternatives has been undertaken and the proposal relies on flawed and outdated information.
- By its own admission, Westconnex will not be financially viable unless the Sydney Gateway, Western Harbour Tunnel and Beaches Link, and F6 Extension are constructed - yet no business case or funding has been provided for these other projects.

- Westconnex will create road network failures throughout inner Sydney that will be costly to rectify and further destroy communities.
- There are several deficiencies in the Environmental Impact Statement (EIS).
- The EIS shows that other road users, such as cycling, walking and public transport, have been largely ignored.

Provisions for cycling infrastructure are woefully inadequate

As part of the original \$1.5 billion grant from the federal government, the NSW government could have included a separated cycle path as part of the grant funding. Instead the Westconnex Delivery Authority said that bicycles can ride on the shoulder of the motorway where it is above ground. NSW is the only state where this practice is legal.

Where the motorway is underground, any provision of cycling is circuitous and inadequate. Providing a small additional amount of project funding towards cycling infrastructure as part of the whole project would reap larger benefits for the project overall, and save money from needing costly retrofits in future.

The Active Transport Strategy referred to in the EIS demonstrates a poor understanding of existing walking and cycling needs and infrastructure. This is particularly the case near the Rozelle interchange and St Peters interchange.

The proposed active transport infrastructure lacks sufficient detail and is inconsistent. It is not included in the Project Description and no commitment has been given to delivery of the active transport links. The impacts imposed on pedestrian and bicycle riders during construction would also be significant.

Active transport links under development have not been assessed as part of the Cumulative Impact Assessment in chapter 26, or in Appendix C.

The Active Transport Strategy in Appendix N does not adequately identify existing or potential bicycle routes as required by the SEARs.

The failure to assess these projects and provide assurance of their delivery represents an oversight in considering integrated transport options.

- For example the GreenWay and City West bicycle links were not included in the cumulative assessment despite overlapping with and adjacent to the Westconnex project (a criterion for cumulative assessment).
- The draft District Plan for the Central District specifies actions to 'improve connections and amenity along the WestConnex corridor' including better north-south connections across Parramatta Road.

- The Inner City Regional Bike Network was not considered in the Cumulative Impact assessment even though it has been identified by Infrastructure Australia as a Priority Initiative and a review of the business case is now underway.

- The Westconnex program includes a new cycleway and pedestrian bridge over the Alexandra Canal at Campbell Road. The Project has not considered the potential to connect Alexandra Canal shared path with the M5 East bike route.

- Connections with surrounding local streets are important to encourage local walking and riding to the major destinations. Failure to provide these links means more people will drive to local destinations creating more congestion on the network.

- Maps in the EIS identifying existing bicycle routes include incorrect and impossible links through private property, via the disused Glebe Island Bridge and on streets barely used by riders because they are steep and busy with traffic.



- The maps and written information are unclear and inconsistent. Some proposed projects already exist.
- The Strategy does not provide certainty about the construction of active transport links or other changes needed to accommodate them, such as upgrading of traffic signals or the use of RMS owned land.

## Background

### Findings of the auditors

The current published cost of the project is \$16.8 billion. The NSW Government has committed \$1.8 billion to the WestConnex tollway project, with a further \$3.5 billion from the Australian Government.

In December 2014 the NSW Auditor-General condemned the management of WestConnex for failing to follow best practice guidelines, despite being established to oversee the largest motorway project in Australia's history. The Auditor-General highlighted that only one of five independent gateway reviews had been held. That single review "found that the preliminary business case was deficient and fell well short of the standard required."

The Australian National Audit office also ruled that the federal government's \$1.5 billion grant and \$2 billion concessional loan, awarded when Tony Abbott was Prime Minister, were invalid.

The NSW Auditor-General this week announced it will undertake a further review of the WestConnex project.

### Strategic intent

Other cities around the world have abandoned construction of new large scale inner city motorways - because they are an inefficient way of moving people and goods, and either result in induced demand that is impossible to satiate or remain underutilised.

The EIS provides no assessment of strategic alternatives for road, public transport, travel demand management, active transport, any combination of the above. It relies on dated assessments provided in the WestConnex Updated Strategic Business Case and documentation prepared for previous WestConnex planning submissions.

The NSW Government's own pending Future Transport Strategy by Transport for NSW (TfNSW) calls into question the strategic justification of WestConnex. It predicts major technological shifts that will change the way we travel - a change that will be as profound as the change from horse to automobile last century. Yet the WestConnex motorway is based on outdated 20th century transport. It will be defunct within the next two or three decades, with billions of dollars still owing.

### Air quality and other environmental impacts

Traffic flowing to and from WestConnex will have unacceptable impacts on inner Sydney communities. The traffic already generated by the St Peters and Rozelle Interchanges will increase further, bringing major additional impacts to the surrounding community.

The EIS identifies five unfiltered ventilation stacks in Inner Sydney. Local roads will also be widened, without the provision of additional cycleways or alternatives. The effect of induced traffic will see traffic volumes increase and increase people's exposure to particulate matter alongside those local roads and across nearby communities.

The EIS fails to fully evaluate the long-term health impacts of WestConnex. The WestConnex Updated Strategic Business Case also fails to take into account the full costs of healthcare, increased mortality and resultant economic impacts.

We request that the state government:

1. Halt further progress on the project and consider alternatives that are more cost effective and future-proof
2. Work with bicycle representatives such as local Bicycle User Groups (BUGs), the Australian Cycle Alliance, Bicycle NSW and Bicycle Network
3. Include active transport links in the Network Integration Strategy
4. Integrate the District Plans and NSW Future Transport Strategy into the planning for Westconnex or alternatives.
5. Commit to delivering more viable transportation options, such as bus priority routes, light rail and heavy rail, and high quality bicycle paths and footpaths.
6. Commit to the full-scale renewal of Parramatta Road, with slow-speed, low-volume local traffic, high quality bicycle and foot paths, priority bus lanes, and potential light-rail system in the future
7. Incorporate fully grade-separated bike paths along the length of WestConnex.

Submission: Online Submission from company Australian Cycle Alliance (org\_object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227762](https://majorprojects.accelo.com/?action=view_activity&id=227762)

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

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

# WestConnex – response to EIS

Submitted by the Australian Cycle Alliance (Cycle)

16 October 2017



This submission outlines our objection to the WestConnex Stage 3 M4-M5 Link (Westconnex). We believe it should not receive planning consent for the following reasons:

- There is little or no provision for cycling. Cycling has been relegated to either the shoulder of the motorway, or on circuitous back routes that do not provide safe, adequate facilities for commuters or recreational riders. The original submission for federal funding failed to include cycling infrastructure, and subsequent designs have largely ignored cycling alternatives.
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- The EIS shows that other road users, such as cycling, walking and public transport, have been largely ignored.

## Provisions for cycling infrastructure are woefully inadequate

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---

<sup>1</sup> WestConnex Delivery Authority (2014) *M4 Widening Submissions Report*, page 3-35  
[https://majorprojects.affinitylive.com/public/840f7483c5a56a69fa897c8ab79cace9/00\\_M4Widening\\_Subs\\_Report\\_Accessible.pdf](https://majorprojects.affinitylive.com/public/840f7483c5a56a69fa897c8ab79cace9/00_M4Widening_Subs_Report_Accessible.pdf)



Where the motorway is underground, any provision of cycling is circuitous and inadequate. Providing a small additional amount of project funding towards cycling infrastructure as part of the whole project would reap larger benefits for the project overall, and save money from needing costly retrofits in future.

The Active Transport Strategy referred to in the EIS demonstrates a poor understanding of existing walking and cycling needs and infrastructure. This is particularly the case near the Rozelle interchange and St Peters interchange. The proposed active transport infrastructure lacks sufficient detail and is inconsistent. It is not included in the Project Description and no commitment has been given to delivery of the active transport links. The impacts imposed on pedestrian and bicycle riders during construction would also be significant.

Active transport links under development have not been assessed as part of the Cumulative Impact Assessment in chapter 26, or in Appendix C.

The Active Transport Strategy in Appendix N does not adequately identify existing or potential bicycle routes as required by the SEARs.

The failure to assess these projects and provide assurance of their delivery represents an oversight in considering integrated transport options.

- For example the GreenWay and City West bicycle links were not included in the cumulative assessment despite overlapping with and adjacent to the Westconnex project (a criterion for cumulative assessment).
- The draft District Plan for the Central District specifies actions to 'improve connections and amenity along the WestConnex corridor' including better north–south connections across Parramatta Road.
- The Inner City Regional Bike Network was not considered in the Cumulative Impact assessment even though it has been identified by Infrastructure Australia as a Priority Initiative and a review of the business case is now underway.
- The Westconnex program includes a new cycleway and pedestrian bridge over the Alexandra Canal at Campbell Road. The Project has not considered the potential to connect Alexandra Canal shared path with the M5 East bike route.
- Connections with surrounding local streets are important to encourage local walking and riding to the major destinations. Failure to provide these links means more people will drive to local destinations creating more congestion on the network.
- Maps in the EIS identifying existing bicycle routes include incorrect and impossible links through private property, via the disused Glebe Island Bridge and on streets barely used by riders because they are steep and busy with traffic.
- The maps and written information are unclear and inconsistent. Some proposed projects already exist.
- The Strategy does not provide certainty about the construction of active transport links or other changes needed to accommodate them, such as upgrading of traffic signals or the use of RMS owned land.

## Background

### Findings of the auditors

The current published cost of the project is \$16.8 billion. The NSW Government has committed \$1.8 billion to the WestConnex tollway project, with a further \$3.5 billion from the Australian Government.

In December 2014 the NSW Auditor-General condemned the management of WestConnex for failing to follow best practice guidelines, despite being established to oversee the largest motorway project in Australia's history. The Auditor-General highlighted that only one of five independent gateway reviews had been held.<sup>2</sup> That single review "found that the preliminary business case was deficient and fell well short of the standard required."<sup>3</sup>

The Australian National Audit office also ruled that the federal government's \$1.5 billion grant and \$2 billion concessional loan, awarded when Tony Abbott was Prime Minister, were invalid.<sup>4</sup>

The NSW Auditor-General this week announced it will undertake a further review of the WestConnex project.

### Strategic intent

Other cities around the world have abandoned construction of new large scale inner city motorways – because they are an inefficient way of moving people and goods, and either result in induced demand that is impossible to satiate or remain underutilised.

The EIS provides no assessment of strategic alternatives for road, public transport, travel demand management, active transport, any combination of the above. It relies on dated assessments provided in the WestConnex Updated Strategic Business Case and documentation prepared for previous WestConnex planning submissions.

The NSW Government's own pending *Future Transport Strategy* by Transport for NSW (TfNSW) calls into question the strategic justification of WestConnex. It predicts major technological shifts that will change the way we travel – a change that will be as profound as the change from horse to automobile last century. Yet the WestConnex motorway is based on outdated 20<sup>th</sup> century transport. It will be defunct within the next two or three decades, with billions of dollars still owing.

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<sup>2</sup> Audit Office of NSW (2014) *WestConnex: Assurance to the Government*, on Stage 1A (M4 Widening Parramatta to Homebush Bay) [www.audit.nsw.gov.au/news/westconnex-assurance-to-the-government](http://www.audit.nsw.gov.au/news/westconnex-assurance-to-the-government)

<sup>3</sup> Audit Office of NSW, media release, 18/12/2014, [www.audit.nsw.gov.au/ArticleDocuments/200/Media\\_Release\\_WestConnex\\_Assurance\\_to\\_the\\_Government.pdf.aspx?Embed=Y](http://www.audit.nsw.gov.au/ArticleDocuments/200/Media_Release_WestConnex_Assurance_to_the_Government.pdf.aspx?Embed=Y)

<sup>4</sup> Australian National Audit Office (14/2/2017) <https://www.anao.gov.au/work/performance-audit/approval-and-administration-commonwealth-funding-westconnex-project>



## **Air quality and other environmental impacts**

Traffic flowing to and from WestConnex will have unacceptable impacts on inner Sydney communities. The traffic already generated by the St Peters and Rozelle Interchanges will increase further, bringing major additional impacts to the surrounding community.

The EIS identifies five unfiltered ventilation stacks in Inner Sydney. Local roads will also be widened, without the provision of additional cycleways or alternatives. The effect of induced traffic will see traffic volumes increase and increase people's exposure to particulate matter alongside those local roads and across nearby communities.

The EIS fails to fully evaluate the long-term health impacts of WestConnex. The *WestConnex Updated Strategic Business Case* also fails to take into account the full costs of healthcare, increased mortality and resultant economic impacts.

## **We request that the state government:**

1. Halt further progress on the project and consider alternatives that are more cost effective and future-proof
2. Work with bicycle representatives such as local Bicycle User Groups (BUGs), the Australian Cycle Alliance, Bicycle NSW and Bicycle Network
3. Include active transport links in the Network Integration Strategy
4. Integrate the *District Plans* and *NSW Future Transport Strategy* into the planning for Westconnex or alternatives.
5. Commit to delivering more viable transportation options, such as bus priority routes, light rail and heavy rail, and high quality bicycle paths and footpaths.
6. Commit to the full-scale renewal of Parramatta Road, with slow-speed, low-volume local traffic, high quality bicycle and foot paths, priority bus lanes, and potential light-rail system in the future
7. Incorporate fully grade-separated bike paths along the length of WestConnex.

## **CONTACT:**

Edward Hore, President, Australian Cycle Alliance (m 0418 301 031, [edward@cycle.org.au](mailto:edward@cycle.org.au))  
Sara Stace, Secretary, Australian Cycle Alliance (m 0468 515 410, [sara@cycle.org.au](mailto:sara@cycle.org.au))  
Rudy Botha, Australian Cycle Alliance (m 0488 497 484, [rudy@cycle.org.au](mailto:rudy@cycle.org.au))





## About the Australian Cycle Alliance

The Australian Cycle Alliance ('Cycle') is a not-for-profit organisation that creates and shares social media content about **everyday cycling in Australia**. We provide content, moderation and commentary with the aim of ensuring that media coverage across the nation is fair and balanced, and represents the interests of the whole community.

We represent a **broad and diverse range of people** who ride bicycles, whether they are young, old, women, kids, wearing lycra, in business attire, or riding to the local shops in bare feet.

Cycle works with a **wide range of organisations** at national, state and local level, including governments, businesses, communities and individuals.

There are 3.6 million Australians who ride a bicycle at least once a week. Eight million Australians ride at least once a year. We want to **encourage more people to ride**, and to benefit from the joy of riding for fitness, fun and transport.

### CYCLE's core guiding principles

1. To ensure that media coverage about cycling is **fair and balanced**.
2. To **share and create** media content about everyday cycling in Australia.
3. To represent a **broad and diverse range of people** who ride bicycles for fitness, fun and transport.
4. To **engage and work positively** with other organisations at national, state and local level to:
  - facilitate better planning and building of safe cycling networks
  - remove barriers and impediments to participation
  - educate the community about important cycling-related issues
  - provide resources, support and information
  - reach the broader community.
5. To foster an environment that **encourages and enables** people to ride their bikes wherever they live, whatever they ride, and whatever their ability.

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 10:41:00 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Therese Kutis (object)  
**Attachments:** 227770\_EIS Submission objection Stage 3-4 14 October  
 17\_2017Oct15\_2139.pdf

**From:** system@accelo.com On Behalf Of Therese kutis  
**Sent:** Sunday, 15 October 2017 9:40:15 PM (UTC+10:00) Canberra, Melbourne, Sydney  
 [REDACTED]  
**Subject:** Submission Details for Therese Kutis (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Therese Kutis  
 [REDACTED]  
 [REDACTED]  
 [REDACTED]

Ashfield, NSW  
 2131

Content:  
 Attached is my submission of objection to the current EIS for Stages 3-4 of Westconnex.

I request a detailed response to the issues I have raised.

Thank you.

Therese Kutis

[REDACTED]  
 Submission: Online Submission from Therese Kutis (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227770](https://majorprojects.accelo.com/?action=view_activity&id=227770)

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

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

**15 October 2017**

PO Box 1315  
Ashfield NSW 1800

**Attention: Director**

Transport Assessments Planning Services  
Department of Planning and Environment  
**Online:** [majorprojects.planning.nsw.gov.au](http://majorprojects.planning.nsw.gov.au)

Dear Sir/Madam

**Re: Personal Submission against the E.I.S. for Westconnex M4-M5 Link,  
Project Number SS1 16\_7485**

I submit this objection to the WestConnex M4-M5 Link proposals as contained in the EIS application No. SSI 7485, for the following reasons, and ask that the Minister reject the application.

I especially request this be given utmost serious consideration given the news that has appeared in Sydney media (SMH 13 and 14 October 2017, and Channel 10 News, 10 October 2017) regarding a potential enquiry into the acquisition and potential on-selling of Dan Murphy Liquor Store in Darley Street, Lilyfield. In conjunction with this sale is the significantly critical shortfall in tenderers for a suitable design, construction and completion plan for the twenty plus tunnel junction at Rozelle. This now has created a critical situation for Sydney with a major project racing towards stage completions while there are now grave concerns as to whether this projected can be completed at all.

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

The EIS, Volume 1, Chapters 5 and 6, states throughout that “the detail of the design and construction approach is indicative only, based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors and, on the run.

This raises the enormous public concern as to what to do with a half-completed project that has continues to wreck enormous destruction and public spending, yet alone without being reconfigured to meet its original urban transport objectives.

**Ashfield and Haberfield residents have suffered enough**

It is intolerable that Haberfield and Ashfield residents should be exposed, until 2022/23, to a five further years of the atrocious impacts of WestConnex due to the proposed M4-M5 Link.

From early 2016, residents have suffered 17 months of M4 East demolition and construction activity, with tunneling and truck movements now at peak. But for longer, since 2013, residents have had to live with uncertainty and consequence of residential and commercial acquisitions associated with the M4 East project.



The impacts of WestConnex construction on residents in Haberfield and Ashfield from the construction of the M4 East are serious and profound. Residents are being impacted by the loss of vegetation, vibration, loss of heritage, the visual destruction of neighbourhoods, the negative impacts of hundreds of trucks a day through the neighbourhood, dust, the destruction of properties and businesses, loss of recreation space, stress, loss of sleep and health problems. Some residents will experience impacts for several weeks, some for four or more years and some permanently.

Of particular concern is the impact of noise from construction, particularly after-hours work, including utilities work and truck movements. Some residents continue to experience sleep disturbance over many nights over years. Residents have been forced to employ strategies such as temporarily re-locating during weekend work. Some residents are being affected by noise from being in proximity of more than one construction site.

Local residents are reporting a significant number of breaches of M4 East approval conditions by contractors. This further depletes the energy of residents who are suffering from the impact of years of living in close proximity to construction zones.

There are overlaps in the construction periods of the proposed M4-M5 link and the New M5 and M4 East of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or any compensation is detailed in the EIS for residents for these periods. It is unacceptable that residents should have these prolonged periods of exposure to more than one project.

The EIS authors never attempt to seriously evaluate what the total cumulative impact of this devastation will be on the community. The EIS makes does not seriously research the current impacts on and lived experiences of residents of the M4 East construction, measure what the cumulative impacts would be or make concrete suggestions that would substantially mitigate the cumulative impact of these prolonged periods of construction noise exposure.

It is intolerable that residents in Haberfield /Ashfield should experience such negative impacts over the length of two projects, over eight years.

### **There should be no above ground construction in Haberfield and Ashfield**

Instead of the above ground construction sites, access to tunnelling site and spoil removal from tunnelling should occur completely underground using the newly created M4 East tunnel, along with the M4-M5 Link surface ramps and tunnel stubs built into the M4 East Haberfield interchange.

Currently the M4-5 Link EIS highlights two options for above ground civil and/or tunnel construction sites in Haberfield and Ashfield: Option A and Option B, with three sites proposed as part of each option.

**If Option A** construction site C3A Northcote St is used, then this construction site should be remediated and returned to the community. The M4 East RLMP Condition of Approval regards the Northcote St site should be modified, prior to any M5-M5 construction being approved.

If **Option B** construction sites C1B and C3B, Parramatta Rd East and West (Muir's) are used, these construction sites should be remediated and returned to the community. Specifically, these proposed construction sites should not be regarded as residual land available for future separate and private development, but only made available for community use. Future potential use of remaining or 'surplus' and should be and incorporated into any Conditions of Approval for the M4-M5 Urban Landscape and Development Plan (UDLP), or the Residual Land Management Plan (RLMP).

See **Volume 2A, Appendix A Project synthesis**. Section 2.4 (pages 26,27,28). **Figure 2-8** (page 27) Process for identifying remaining project land. **Table 2-17** (page 28) Indicative summary of land uses at the end of construction.

**However, there is a lack of transparency about these "options," as hidden in the detail of the EIS is the possibility that up to SIX construction sites will be used in Haberfield/Ashfield. THE POTENTIAL OF THERE BEING UP TO SIX CONSTRUCTION SITES HAS BEEN ALSO BEEN CONFIRMED IN DISCUSSIONS AT WESTCONNEX "INFORMATION" SESSIONS STAGED FOR CONCERNED TAXPAYERS AND VOTERS OF ASHFIELD AND HABERFIELD. This will have a totally destructive impact on her heritage integrity of Haberfield as a Federation Garden suburb with severe impacts on the well-being of all residents with the elderly and children suffering the greatest impact.**

Local residents were promised that upon completion of the WestConnex Stage 1 (M4 East project) in 2019, that is/was both feasible and reasonable that they would not have to endure any further above ground construction associated with WestConnex Stage 3.

In addition, local residents were promised during the M4 East EIS assessment and approval process that if the next stage of WestConnex were approved and commenced, the fit out of the exhaust stack site on the Parramatta Road Ventilation Facility (opposite Bunnings), and the use of the 'blind portal' entry and entrance surface ramps along Wattle St, Haberfield between Parramatta Rd and Ramsay St, would be the ONLY sites used for above ground construction in Haberfield.

#### **Impacts of spoil removal and other traffic should be minimised**

Spoil removal from the Ashfield/Haberfield end of the proposed M4-M5 link should occur underground via the M4 East tunnel. Local residents are impacted by 100s of truck movements per day from the M4 East, particularly residents on Wattle St. Continued removal of spoil from the M4-M5 link along predominantly above ground spoil haulage routes would continue to impact negatively on local residents until 2022.

Within the EIS, there is specific mention of the major impact of Option B upon all streets off Parramatta Rd from Walker Avenue to Chandos St, Haberfield and Ashfield due to the proposed Parramatta Rd West and Parramatta Rd sites. And further specific mention of major impacts within this zone, particularly along Bland St, up from Parramatta Rd to Denman Avenue, Haberfield. A major concern is that three main entrances to Haberfield Public School are located on Bland St, between Parramatta Rd and Denman Avenue, Haberfield. The EIS specifically mentions that substantial extra traffic on Alt and Bland streets Haberfield could affect road safety for children at Haberfield Public School.

The Inner West Council has identified that many roads in Haberfield and some in Ashfield will be subject to “rat-running,” causing an unfair noise and traffic burden on local residents.

A current concern in the community is that a “worker’s bridge” is to be built across Parramatta Road.

**There should be no further compulsory acquisition of homes, commercial property or greenspace. About 150 homes and commercial properties were destroyed in Haberfield and Ashfield for the M4 East and there has been significant loss of local vegetation and green space.**

The EIS table 6.23 Indicative spoil haulage routes (Volume 1A, chapter 6, page 84) has spoil trucks getting to Option B C1B Parramatta Road West civil and tunnel site, 'eastbound along the M4 motorway, southbound along Centenary Drive, eastbound along the Hume Highway, then left onto Parramatta Rd heading north, and then exiting ' northbound along Parramatta Rd'.

The EIS does have trucks coming via Liverpool Shops. But at info session, it was said that 'alternatives were being considered and that the EIS split route would not be used. However, there are no reputable designs illustrating how this will be done and therefore cannot be believed.

#### **The Preferred Infrastructure Report should be made available for public comment**

A Preferred Infrastructure Report (PIR) is currently being written by the M4-5 Link project team. The PIR should be publicly released - with extended exhibition and submission period PRIOR to any assessment or approval of the M4-5 Link.

The Preferred Infrastructure Report should document detail that has not been properly documented in the EIS. It should reveal plans that will have massive impacts upon residents and community. The PIR is particularly relevant to Haberfield and Ashfield as it will provide detailed information about the above-ground construction sites to be used in Haberfield and Ashfield. The EIS does not stipulate the number and detail about the construction sites that will be used in Haberfield/Ashfield, rather highlighting two “options.”

In conclusion, I object to the current E.I.S. as a highly flawed evaluation of the risks and impacts of a project increasing judged as severely outdated and unsuitable for the future transport needs of Sydney with high adverse impacts on the health and wellbeing of all residents of Ashfield and Haberfield, but especially the children in schools near the unfiltered ventilation stacks, and homebound elderly residents around the above-ground construction sites, especially around Wattle, Bland and Alt Streets, Haberfield.

Yours sincerely

**Therese Kutis**



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 10:44:53 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Sara Arthur (comments)

**From:** system@accelo.com On Behalf Of Sara Arthur  
**Sent:** Sunday, 15 October 2017 9:43:06 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Sara Arthur (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sara Arthur  
 [REDACTED]  
 [REDACTED]

Ashfield, NSW  
 2131

**Content:**

The M4 extension presents a once-in-a-generation opportunity to improve the links between Ashfield and Haberfield for active transport users. Vital to this is the Bland St-Parramatta Rd intersection.

This has been a designated cycle route for over a decade and is one of the few places where cyclists can safely cross Parramatta Rd in the area.

This intersection is also used by many children accessing schools and child care facilities, as well as commuters making their way to bus routes along Parramatta Rd and Ashfield station.

A footbridge over Parramatta Rd must be maintained and improved upon. Lifts are not as good as ramps. The current lift frequently breaks down and is too small for an adult bicycle. This presents difficulties if you are accompanying a child on a bike.

Please consider active transport users. Do research and find out that we are numerous at this intersection.

Please ensure we still have sufficient bus stops on Parramatta Rd. Any plans to reduce the number of stops will be viewed very poorly by the community.

[REDACTED]  
 Submission: Online Submission from Sara Arthur (comments)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227774](https://majorprojects.accelo.com/?action=view_activity&id=227774)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 10:54:35 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Lauren Quaintance (object)

**From:** system@accelo.com On Behalf Of Lauren Quaintance  
**Sent:** Sunday, 15 October 2017 9:45:19 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Lauren Quaintance (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Lauren Quaintance  
 [REDACTED]  
 [REDACTED]

Balmain, NSW  
 2041

Content:

I am appalled by the plans to railroad the West Connex through despite a groundswell of public opposition.

As a journalist I am dismayed by the apparently obsfucation around the details of this project. It is frankly undemocratic

As as citizen I cannot believe that we live in a city which is so backward that it would prioritise a project like this ahead of public transport and consider it appropriate to endanger the health of the community by building smoke stacks near residences and schools

[REDACTED]  
 Submission: Online Submission from Lauren Quaintance (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227780](https://majorprojects.accelo.com/?action=view_activity&id=227780)

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

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



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 11:18:19 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Nuala Ward (object)  
**Attachments:** 227776\_M4-M5 Link EIS Response\_2017Oct15\_2144.pdf

**From:** system@accelo.com On Behalf Of Nuala Ward  
**Sent:** Sunday, 15 October 2017 9:45:13 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Nuala Ward (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Nuala Ward  
[REDACTED]  
[REDACTED]  
[REDACTED]

Haberfield, NSW  
2045

Content:  
I oppose this proposal. please refer to attached letter

[REDACTED]  
Submission: Online Submission from Nuala Ward (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227776](https://majorprojects.accelo.com/?action=view_activity&id=227776)

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

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

**Kingston St,**

**Haberfield,**

**NSW, 2045**

**October 15, 2017**

**Submission to the M4-M5 Link EIS (SSI 16\_7485)**

I am writing to object to the M4-M5 Link development plans as outlined in the EIS. Haberfield has had enough disruption to the community during the Westconnex/M4 East extension project. The NSW Government and SMC committed that stages subsequent to the M4 East extension would not be above ground, and yet the EIS shows that we are going to be subjected to disruption, noise, dust, contamination, excessive parking in our residential streets and additional rat runs through our normally quiet suburb for at least another 4 years. This is unacceptable.

I particularly oppose the proposed plan to have a drilling site and car parking as outlined in the Option B. I have two children who attend Haberfield Public School. It is unconscionable that the government believes it is acceptable to have such work going on within 200m of our school. Our children are growing and are meant to be able to go out and run around during break times. I do not understand how they will be able to continue to enjoy this part of their school routine when there will be excessive dust, likely contaminated with asbestos, lead, benzoates drifting through the air as a result of the drilling within 200m from the school. I wonder whether the planning minister would find it acceptable to have their own child subjected to such environmental conditions. I know from the dust generated during the M4 east project that the watering down and dust mitigation measures are completely inadequate, and with the risk of drilling at the Muirs site, and the risk of contamination, this risk is even higher.

As listed in Appendix Q, a large number of potentially dangerous contaminants are likely to be found at these sites, including asbestos, lead, metals, benzene and pesticides. It is deplorable to establish a construction site on a former caryard that will contain decades of dangerous waste and contaminants, just metres from a primary school, when other less-contaminated and already-utilised sites exist.

Project Director Peter Jones acknowledged at the school information night on 11 October 2017 that it is highly likely that a car yard and car service yard would have dumped contaminating material on site in the past and that the construction crews are likely to find asbestos. The class action law suit in 20 years' time if our children are dying from cancer and respiratory disease will be no consolation if the decision makers recklessly disregard community safety now.

Table 9-16 in the EIS (Chapter 9) shows that Option B carries a much greater potential to release dust and other pollutants into the air than Option A, especially in relation to the demolition and earthworks stages. Table 9-18 shows that the number of receptors affected by Option B is also considerably higher than Option A.

The plans will cause significant detrimental effects for our children's health, safety and learning environment and for our community. This plan will significantly increase the risk of respiratory illness in our children.

Option B is unacceptable due to the adverse impact on the safety, health and well being of our children. The additional noise, dust, vibration, truck movements are unacceptable levels of risk which our children should not be subjected to.

Option B introduces unacceptable level of risk from the additional traffic which will be around the school, large trucks, and additional workers parking on the streets, taking up space around the school. We have already had to put up with inconsiderate parking, and excessive levels of traffic in and around Bland St, which make it very unsafe to walk to school. In addition to the safety concerns generated by the traffic changes roads around the school, Option B will significantly increase traffic congestion around the school. This will be particularly on Bland St but we would expect this to impact surrounding roads as well. This will significantly disrupt parents and teachers who need to drive to school.

It is unacceptable, unsafe and lacking in common sense to locate construction sites that produce 170 daily heavy vehicle movements (140 at Parramatta Road West/30 at Parramatta Road East) and 160 daily light vehicle movements (10/150) only 200m from a primary school, on one of the primary routes families use to get to school on foot or in cars.

Under Option B, there is a proposal for 24 hours a day, 7 days a week operation. This means there will be additional noise which will significantly disrupt teaching, and impact the usability of the playground for teaching and play.

I urge SMC and the Planning Minister and Department to reject the option that will have the greatest adverse impact on air quality and is the closest to a school, where young children with still-maturing respiratory systems spend at least six hours of each day.

I am also concerned that the SMC and Planning Minister are still not taking any action in implementing filtration in the ventilation stacks. This is completely unbelievable. There are billions of dollars of public money being spent on the building of this road, yet the government can't afford to implement world's best practice filtration to limit the level of toxic vehicle emissions being released into the atmosphere and into the local community, and in particular to be breathed in by young growing children who will be less than 500m from these emission stacks.

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.

Regards

Nuala Ward



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 11:22:55 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Luke Ellery (object)  
**Attachments:** 227814\_EIS M4M5\_ Luke Ellery Submission 15th October 2017\_2017Oct15\_2221.pdf

**From:** system@accelo.com On Behalf Of Luke Ellery  
**Sent:** Sunday, 15 October 2017 10:22:14 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Luke Ellery (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Luke Ellery  
[REDACTED]  
[REDACTED]  
[REDACTED]

Annandale, NSW  
2038

Content:  
Please find my submission attached.

[REDACTED]  
Submission: Online Submission from Luke Ellery (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227814](https://majorprojects.accelo.com/?action=view_activity&id=227814)

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

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

14<sup>th</sup> October 2017

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

## **SUBMISSION TO THE M4-M5 LINK ENVIRONMENTAL IMPACT STATEMENT**

To Whom it may Concern,

I refer to the "M4-M5 Link, Environmental Impact Statement" dated August 2017 (hereafter "the EIS"). Thank you for the opportunity to provide feedback regarding the EIS. The WestConnex project is a significant infrastructure investment for NSW, however there are some significant environmental shortcomings regarding the WestConnex project are not addressed in the EIS.

### **1. Efficiency of Traffic Flow**

The EIS (page 1-11, Figure 1-3) and the "M4-M5 Link Concept Design" (May 2017) imply that the Rozelle interchange connection from the City West Link to the M4-M5 Link (south) requires an additional set of traffic lights on City West Link. This will result in:

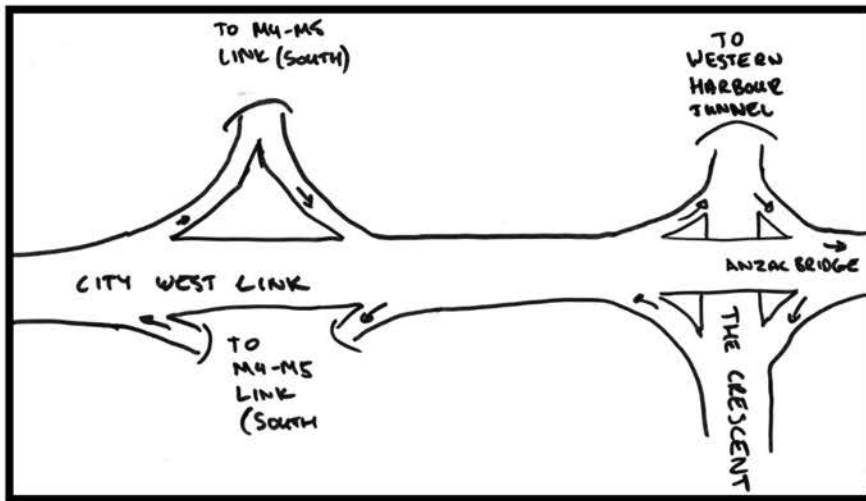
- Significant additional noise due to starting and stopping of traffic
- Additional air quality concerns
- Potential merger problems in the tunnel as traffic will be flowing in groups rather than a stream – with potential for additional in tunnel accidents
- Additional significant construction noise located in closer proximity to local residents

The EIS has failed to address the problems associated with additional traffic lights at the entry/exit of the City West Link interchange to the M4-M5 Link (south). This is the only interchange in the M4-M5 Link proposal that introduces traffic lights at an entry/exit point.

Two potential solutions:

- Integrate the entry exit points for the M4-M5 Link (south) and the entry/exit point for the future proposed Northern Beaches link, reducing the interruption to traffic flow (preferred option).
- Change the design of the proposed M4-M5 Link (south) to remove traffic lights as presented in Figure 1 below.

**Figure 1: Proposed alternative design to remove traffic lights at M4-M5 Link (south) entry/exit from City West Link**



The EIS must not be approved until this design flaw is assessed – or an approval condition of the EIS must be a design changed to remove traffic lights at this entry/exit point.

## 2. Noise During Construction

The Rozelle bay interchange is located in a valley and as such the noise in the valley affects many residents. As a resident in Annandale overlooking the Rozelle Rail Yards I have already observed significant noise from the Rozelle Rail Yards site management activities, even though the [“Submissions Report: Rozelle Rail Yards site management works”](#) (March 2017) states the expected noise levels will be minimal. This has not been my experience to date and as I working from home I am doubly concerned with the construction noise and operational noise in the proposed M4-M5 Link.

Page xiv of the EIS states:

Construction noise levels would exceed the relevant goals in most of the noise catchment areas (without additional mitigation) for work activities undertaken including earthworks, demolition of existing structures, site establishment road tie-in works, road and intersection modifications and utility adjustments. **The most affected receivers are located** around the Iron Cove Link study area at Rozelle, **the Rozelle interchange study area** and around the Parramatta Road West civil and tunnel site and Parramatta Road East civil site at Haberfield and Ashfield.

The mitigations proposed in Chapter 29 of the EIS are vague and unspecific.

The EIS fails to address what will be the mitigation strategies for the affected areas during construction and should not be approved until those mitigations are documented.



### 3. Noise During Operation

Page xv of the EIS covers operational noise, however there is no mention of any additional noise for the Rozelle interchange study area despite a new set of traffic lights for the entry exit points of the M4-M5 Link (south) entry/exit from City West Link. This issue is exacerbated by the statement on page xiii of the EIS which reads:

“However, isolated locations connecting to the surface road network may require short lengths of steeper grades of up to eight per cent.”

Consequently cars and heavy vehicles will be stopping and starting creating significantly more noise.

**The EIS fails to address the impact of the additional traffic lights on the operational noise at the Rozelle interchange study area.**

**The EIS must not be approved until the impact of the traffic lights are assessed – or an approval condition of the EIS must be a design change to remove traffic lights at this entry/exit point.**

### 4. Air Quality

The Rozelle Rail Yards are located in a valley. The area already suffers poor air quality due to the City West Link. When there are stagnant wind conditions the air quality is particularly bad. This will only deteriorate with the introduction of several ventilation facilities in the valley.

The arguments within the EIS that the WestConnex will improve air quality defies logic. There are no roads being taken away with WestConnex so the idea that a new 8 lane motorway will improve air quality is bunkum.

Nowhere in the EIS is filtration of the exhaust from these ventilation facilities considered, despite genuine health concerns of residents. There is the perfect opportunity for filtration systems that are used in other major cities around the world. The fact that these are not options in the EIS is a major flaw and prohibits a cost benefit analysis including the increased cost on the Government health system from respiratory diseases related to poor air quality.

**The EIS fails to consider the option of filtration of exhaust from ventilation facilities and must not be approved until the cost/benefits on the environment and health outcomes of affected communities are evaluated.**

### 5. Alternatives

The M4-M5 Link is a material investment by the state of NSW. The EIS fails to consider alternatives available to the NSW and Federal governments. This is important as other significant road investments have been costly for the government and not realized the intended benefits for the community. The only options considered are road based solutions – even though the trend and need is for more public transport options. The following alternatives must be considered as part of the EIS:

### *Sydney Airport Train Stations*

For an International city like Sydney, it is an embarrassment that it is cheaper to catch a taxi then the suburban train that passes through the International and Domestic terminals. It often takes 30 minutes to wait for a taxi, but that is a cheaper option then catching public transport. What would be the cost of removing the additional fees at the airport train stations to encourage the use of this investment? What would be the reduction in congestion around the airport be? Would we still need the WestConnex M4-M5 link?

### *Interstate High Speed Rail*

It is appalling that Australia, with a population of only 24 million, has 2 of the top 12 busiest air routes in the world (Sydney Melbourne #5, Sydney Brisbane #11).<sup>1</sup> The investment would be better spent on high-speed rail links – they would also reduce congestion on the roads (if we used the high speed rail for freight and passengers).<sup>2</sup> What would be the impact for the environment and what would be the positive return on investment for the government compared to the M4-M5 Link?

### *Light Rail on Parramatta Rd*

Light rail along Parramatta Rd would be a win for the InnerWest which is so opposed to the WestConnex project, a win for the operators as it would deter drivers from using Parramatta Rd, (especially if the road limit was reduced to 40kph) and a win for the environment. The restricted scope of the EIS to focus solely on road alternatives is a major failing and a detriment to its own business case.

### *Remove the Iron Cove Rozelle Interchange from the M4-M5 Link*

Simplify the design of the M4-M5 Link by removing the unpopular Iron Cove Rozelle Interchange. Reinvest the savings in upgrading the existing City West Link to the Wattle Street Interchange, develop Rozelle Rail yards as green space for a future White Bay development, and fast-track a public transport network to White bay to encourage investment.<sup>3</sup> This would have a significant environmental and economic boost for the state of NSW.

**The EIS fails to consider alternatives outside of road based transport, the EIS should not be approved until the other transport options are evaluated.**

Kind regards,

Luke Ellery

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<sup>1</sup> [https://en.wikipedia.org/wiki/List\\_of\\_busiest\\_passenger\\_air\\_routes](https://en.wikipedia.org/wiki/List_of_busiest_passenger_air_routes)

<sup>2</sup> <http://spendmatters.com/2015/01/08/chinas-freight-system-future-is-a-high-speed-rail-possible/>

<sup>3</sup> <http://www.abc.net.au/news/2017-04-12/google-backs-down-on-plans-to-base-itself-at-white-bay/8436686>

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Sunday, 15 October 2017 9:50:04 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]  
[REDACTED]

Content:

As a Balmain resident, with a child starting kindergarten at Rozelle public school in 2018 I am horrified at the thought of unfiltered smoke stacks being placed in such a close proximity to my child's school. Unfiltered ventilation stacks so close to over 650 students at Rozelle Public School is simply unacceptable to their health and wellbeing.

In addition, the noise, dust, vibration and pollution during construction is sure to have damaging effects on our children while at school and our entire community 24/7.

The EIS does not contain detail for the design and construction - it is noted as indicative only. Planning approval should not be given on a project this size without essential information around social, environmental and economic impact.

I would like to question the need for this road. Surely investing in public transport is a more sustainable option than building more roads.

IP Address: [REDACTED]  
 Submission: Online Submission from [REDACTED] (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227794](https://majorprojects.accelo.com/?action=view_activity&id=227794)

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

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





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

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

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

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

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

Extra comments

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

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

Yours sincerely,

[Redacted signature]



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 11:31:02 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Elizabeth Steer (object)

**From:** system@acelo.com On Behalf Of Elizabeth Steer  
**Sent:** Sunday, 15 October 2017 10:13:02 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Elizabeth Steer (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Elizabeth Steer  
 [REDACTED]  
 [REDACTED]

Rozelle, NSW  
 2039

Content:  
 My partner and I opposed the WestConnex proposal in its current form.

We live in Rozelle with our three children, aged 4, 8 and 9. The older ones attend Rozelle Public. We live one block away from The rail yards.

We object to the proposed unfiltered Iron Cove smokestack being located less than 100 metres from homes and Rozelle Primary School. I ask that no stack be installed or constructed at the Iron Cove entrance. Rozelle Interchange Project Manager Peter Jones has said he would prefer the stack to be moved to the Goods Yard, that SMC have the technology to move it there without detriment to tunnel safety, that it will reduce construction and remediation costs, and that SMC and the contractors will move it if stakeholders demand it.

I am also concerned that no actual air quality assessment has been undertaken to ascertain Rozelle's baselines pollution levels. When the SMC presented to parents from the schools it said that the baselines figured for air quality was based on state averages. This renders all analysis about improved or static impacts of the project as meaningless.

Ideally the stack should be located in the lowest density area possible - not the high density locations that are currently proposed.

The Government should also put in place and promulgate a remediation scheme for damaged to houses that occurs as a result of the construction phase.

Regards  
 Elizabeth Steer

[REDACTED]  
Submission: Online Submission from Elizabeth Steer (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227812](https://majorprojects.accelo.com/?action=view_activity&id=227812)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: Submission Details  
**Attachments:** 227820\_WestConnex\_2017Oct15\_2239.pdf

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Sunday, 15 October 2017 10:40:17 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:  
refer attachment

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227820](https://majorprojects.accelo.com/?action=view_activity&id=227820)

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

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

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

Re: Application Number SS17485 – WestConnex M4-M5 Link

We are writing to object to the proposal for the WestConnex M4-M5Link as contained in the EIS application SS17485.

Firstly there is an overwhelming impression that irrespective of the validity of any objection that the project should go ahead. This is despite it being well known that the provision of additional capacity will result in additional traffic. This has seen all developed nations moving away from urban motorway construction of the type proposed here. The proposal is considered by the international urban design and planning industry as joke which does little for Sydney reputation as a world leader and technically advanced city.

The current works on the M4 East the communication associated with construction has been abysmal. There is far too much reliance on the electronic media. Local diversions are not promoted locally or even signed on approach. The addition of Motorway structures not considered within the Environmental Impact Assessment but proposed later show a total lack of consideration of context and planning. Given that this proposal shows a far lower level of development there will need to be a drastically revised approach to community consultation and planning approval of the developed scheme. We fear this will not be the case given the process adopted to date for the delivery of the EIS. The supposed community consultation input into the EIS is nonsensical given the release of the EIS twelve days after the closing of submissions. It is clear that this process was just going through the motions of consultation rather than listening and responding and is not in the spirit of the requirements for the preparation of the document.

The planning basis for the project appears to be shifting with no connection being provided to the port /airport despite this and previous assessments proposing that the need for the construction is better access to ports and airport. , (ie the Sydney Gateway – has now been removed from the overall WestConnex Framework yet formed the only connection to either.)

The fragmented approach to the overall delivery of the project is leading to an under assessment of the overall impact of the project as the impacts are a culmination of ever increasing incremental additions. For example construction impacts on Parramatta Road are not assessed as accumulative ie The M4 extension was assessed independently of this proposal yet most of its sites continue to be reused.( It should be noted that this is despite assurances and undertakings made that construction impacts would be complete by 2019 The duration of construction is doubled and what is meant to be a temporary impact actually is longer that what the average period of house ownership is and so should be considered more as a permanent impact.

Likewise noise and traffic impacts are accumulative. This was seen on the Pacific Highway with truck usage underestimated due to the overall staging of the project so that noise from this source exceeded predictions as truck usage shifted its focus and routes.



A key urban design objective is the integration of all disciplines within the proposal. The concept design presented in the documents does not achieve this with the resolution and portrayal of the proposal clearly an engineered outcome. For example - where urban improvements are offered such as the Rozelle Goods Yard the proposal offers an open space which is subservient to the engineering of the tunnel with little effort to portray the integration of these elements within the landscape. The park is dominated by and structured around ventilation stacks, water quality management systems and Motorway support buildings. While we appreciated the functional needs of these elements the proposal should present a vision where the park and its operation still remain the primary function of the space not that of a motorway and its support systems.

Benefit should be made of the reduction in surface road usage identified in the EIS. The City West Link - Haberfield should be reduced in width and status and the foreshore of The Bay returned to the community rather than left as it is.

The Rozelle Interchange - Is a disaster in planning and makes no sense. This is reflected in the lack of interest in the expression of interest for the project. There are additional intersections added to the City West Link, Victoria Road is destroyed as an urban arterial and the links from it make no sense. The connection to the Anzac Bridge is destined to be a bottle neck with at least an additional two lanes added to the connection to what is already a road which is at capacity at peak hour.

In relation to the tunnelling process I note that where the tunnel is greater than 35m under ground the amount of settlement anticipated is between 5-10mm. This is an unacceptable deviation – 2mm is considered a trip hazard. The approval should ensure that accurate monitoring and dilapidation records are taken of properties affected by tunnel and ensure that there is adequate protection to make the contractor rectify the property as a result of impacts. Contractors will by nature do what ever they can to avoid additional and potentially expensive works blaming all manner of externalities for their impacts.

Noise from tunnels at night should be imperceptible. The importance of sleep is well known and the cost of disruption to it equally well documented. The interruption of sleep by tunnelling is not an acceptable impact. The contractor should be required to relocate those who are impacted by noise or vibration levels more than 45db. It is not an acceptable situation for those affected by works to have to pay for their own relocation to protect their health.

The duplication of the ventilation stack out puts at Frederick Street/ Wattle Street intersection is unacceptable given the proximity of schools to the ventilation stacks. After all your own MP's have declared that no ventilation shafts shall be built near any school or is this only for Liberal seats?

Finally we object to any compensation being provided to the Lessee of the Dan Murphy Site. This development was undertaken in the full knowledge of the proposals and its likely acquisition.

Regards

[REDACTED]

[REDACTED]

( Please exclude my personal information when publishing this submission)

**From:** [REDACTED]  
**Sent:** Mon, 16 Oct 2017 03:38:53 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for [REDACTED] (object)  
**Attachments:** 228104\_20171016134758\_2017Oct16\_1432.pdf

**From:** system@acelo.com On Behalf Of [REDACTED]  
**Sent:** Monday, 16 October 2017 2:33:06 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details for [REDACTED] (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:  
[REDACTED]  
[REDACTED]

Content:

Refer attached

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.acelo.com/?action=view\\_activity&id=228104](https://majorprojects.acelo.com/?action=view_activity&id=228104)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

Attention Director

Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

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

- I. It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With four unfiltered emissions stacks in the area plus a large number of exit portals, the residents of this area will suffer greatly from poisonous diesel particulates. This is negligent when you consider that, the World Health Organisation in 2012 declared diesel particulates carcinogenic. "As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments. Your Education Minister Rob Stokes declared in 2017, "No ventilation shafts will be built near any school."
- II. Alternative access route for trucks – Leichhardt: The EIS states that there are 'investigations' occurring into alternative access to the Darley Road site. The EIS does not provide any detail on which residents can comment about alternative access which would keep trucks off Darley Road. The plans for alternative access should be expedited. It should be a condition of approval that the alternative access is confirmed and that no spoil trucks are permitted to access Darley Road due to the unacceptable noise, safety and traffic issues that the current proposal creates.
- III. The EIS was released just 12 days after the closing date for submissions to the Concept Design. This categorically proves that all the Community Consultations and Submissions to the Concept Design were a total sham. There were at least 800 posts on the interactive map. These were limited as the community only had 140 characters available to make their point which was woefully inadequate. But there were at least 1500 written submissions, some of which were highly detailed and of considerable length. There is no way that all these submissions could have been read, considered, their arguments integrated into the EIS and then for the EIS of 7200 pages to be put together, printed and released 12 days after the the closing date for submissions to the Concept Design There needs to be a major investigation into this flagrant abuse of the way NSW planning laws have been flouted for the whole of Westconnex and particularly Stage 3.
- IV. The EIS states that property damage due to ground movement "may occur, further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of **ground movement is lessened** where tunnelling is more than **35 metres underground**. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are astonishingly shallow eg **John St at 22metres Hill St at 28metres Moore St 27metres. Piper St 37metres(Vol 2B Appendix E Part 2) Catherine St at 28metres(Vol 2B Appendix E Part 1)**. At these shallow depths, the homes above would indisputably sustain serious structural damage and cracking. Without provision for full compensation for damage there would be no incentive for contractors or Roads and Maritime Services to minimise this damage.
- V. The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.

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

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

**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: Submission Details  
**Attachments:** 227824\_Aine\_Impact\_M4M5\_2017Oct15\_2241.pdf

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Sunday, 15 October 2017 10:42:08 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]

Content:

The hugely expensive WestCONnex infrastructure project will expose inner west residents to increased pollution, increase congestion and traffic on local streets despite promises to the contrary and impose increased road tolls on western Sydney families.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227824](https://majorprojects.accelo.com/?action=view_activity&id=227824)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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



# SUBMISSION: WESTCONNEX M4-M5 LINK



REPLY PAID 88146  
JO HAYLEN MP  
MARRICKVILLE NSW 2204

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

Dear Minister,

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

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

I am also concerned about:

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Yours sincerely,

DATE:

15<sup>th</sup> October 2017



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 11:57:43 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for company Save Ashfield Park (org\_object)  
**Attachments:** 227832\_M4-M5 link EIS submission SAP after feedback\_2017Oct15\_2254.pdf

**From:** system@accelo.com On Behalf Of Jo Alley  
**Sent:** Sunday, 15 October 2017 10:55:17 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for company Save Ashfield Park (org\_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jo Alley  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

Ashfield, NSW  
2131

Content:  
Please find the attached submission from Save Ashfield Park

[REDACTED]  
Submission: Online Submission from company Save Ashfield Park (org\_object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227832](https://majorprojects.accelo.com/?action=view_activity&id=227832)

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

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

Attention:  
Director, Infrastructure Projects, Planning Services  
Department of Planning and Environment  
Application number SSI 7485  
GPO Box 39 Sydney NSW 2001

**Submission - Save Ashfield Park Inc.**

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.

**Ashfield and Haberfield residents have suffered enough**

It is intolerable that Haberfield and Ashfield residents should be exposed, until 2022/23, to a five further years of the atrocious impacts of WestConnex due to the proposed M4-M5 Link.

From early 2016, residents have endured 17 months of M4 East demolition and construction activity, with tunneling and truck movements now at peak. But for longer, since 2013, residents have had to live with uncertainty and the consequences of residential and commercial acquisitions for the M4 East project.

The impacts of WestConnex construction on residents in Haberfield and Ashfield from the construction of the M4 East are serious and profound. Residents are being impacted by the loss of vegetation, vibration, loss of heritage, the visual destruction of neighbourhoods, the negative impacts of hundreds of trucks a day through the neighbourhood, dust, the destruction of properties and businesses, loss of recreation space, stress, and loss of sleep and health problems. Some residents will experience impacts for several weeks, some for four or more years and some permanently.

Of particular concern is the impact of noise from construction, particularly after hours work, including Utilities Work and truck movements. Due to noise impacts, some residents continue to experience sleep disturbance over many nights over years. Residents have been forced to employ strategies such as temporarily re-locating during weekend work. Some residents are being affected by noise from being in proximity of more than one construction site.

Out of hours work has had the most debilitating effect on residents during M4 East demolition and construction phases. In particular, Utilities Work is routinely out of hours work. All utilities work for M4-M5 link must have the same conditions of approval for work hours as Construction. All work must be done Monday to Friday during business hours and Saturday morning.

Local residents are reporting a significant number of breaches of M4 East approval conditions by contractors. Both the impact of the breaches and the effort involved in reporting breaches, further depletes the energy of residents who are suffering from the impact of years of living in close proximity to construction zones.

There are overlaps in the construction periods of the proposed M4-M5 link and the New M5 and M4 East of up to one year. This will significantly worsen impacts for residents close to construction areas. No additional mitigation or compensation is detailed in the EIS for residents for these periods. It is unacceptable that residents should have these prolonged periods of exposure to more than one project.



The EIS never attempts to seriously evaluate what the total cumulative impact of this devastation will be on the community. The EIS makes does not seriously research the current impacts on and lived experiences of residents of the M4 East construction, measure what the cumulative impacts would be or make concrete suggestions that would substantially mitigate the cumulative impact of these prolonged periods of construction noise exposure.

It is intolerable that residents in Haberfield /Ashfield should experience such negative impacts over the length of two projects, over eight years.

### **There should be no above ground construction in Haberfield and Ashfield**

The M4-M5 Link EIS highlights two options for above ground civil and/or tunnel construction sites in Haberfield and Ashfield, option A and option B, with three sites proposed as part of each option.

However, there is a lack of transparency about these “options,” as hidden in the detail of the EIS is the possibility that up to six construction sites will be used in Haberfield/Ashfield. The potential of there being up to six construction sites has been confirmed in discussions at WestConnex “information” sessions with members of Save Ashfield Park.

Instead of above-ground construction sites, tunneling should occur completely underground using the newly created M4 East tunnel and stubs as the access point for the M4-M5 link.

All construction sites and residual land should be remediated and returned to the community at the end of construction of the M4 East.

Local residents were promised during the M4 East EIS assessment and approval process that if the next stage of WestConnex were approved and commenced, the fit out of the exhaust stack site on the Parramatta Road Ventilation Facility (opposite Bunnings), and the use of the ‘blind portal’ entry and entrance surface ramps along Wattle St, Haberfield between Parramatta Rd and Ramsay St, would be the ONLY sites used for above ground construction in Haberfield.

Local residents were promised that upon completion of the WestConnex Stage 1 (M4 East project) in 2019, that it was both feasible and reasonable that they would not have to endure any further above ground construction associated with WestConnex Stage 3.

### **Impacts of spoil removal and other traffic should be minimised**

Local residents are impacted by 100s of truck movements per day from the M4 East, particularly residents on Wattle St. Continued removal of spoil from the M4-M5 link along predominantly above ground spoil haulage routes would continue to impact negatively on local residents until 2022.

Spoil removal from the Ashfield/Haberfield end of the proposed M4-M5 link should occur underground via the M4 East tunnel.

Within the EIS, there is specific mention of the major impact of Option B upon all streets off Parramatta Rd from Walker Avenue to Chandos St, Haberfield and Ashfield due to the proposed Parramatta Rd West and Parramatta Rd East sites. There is further specific mention of major impacts within this zone, particularly along Bland St, up from Parramatta Rd to Denman Avenue, Haberfield. A major concern is that three main entrances to Haberfield Public School are located on Bland St, between Parramatta Rd and Denman



Avenue, Haberfield. The EIS specifically mentions that substantial extra traffic on Alt and Bland streets Haberfield could affect road safety for children at Haberfield Public School.

The EIS proposes a spoil haulage route along Liverpool Road through Ashfield shopping centre. This is an extremely busy shopping centre and making it a trucking route is unacceptable. It would have a negative impact on pedestrian road safety, create traffic congestion and chaos and impact substantially on local business through the likely creation of more clearways.

The Inner West Council has identified that many roads in Haberfield and some in Ashfield will be subject to "rat-running," causing an unfair noise and traffic burden on local residents.

### **Improved plans for pedestrian and cycling activity and connectivity.**

This EIS should include an increased focus on the Haberfield/Ashfield/Five Dock regions and include improved plans for pedestrian and cycling activity. In particular, the project should improve the links across Wattle St/City West Link between Haberfield and Five Dock (potentially including an overpass to ensure safety of students and families who cross here to get to/from school), and create more pedestrian/cyclist crossings across Parramatta Road.

### **There should be no further compulsory acquisition of homes, commercial property or greenspace.**

There should be no further compulsory acquisition of homes, commercial property or greenspace. About 150 homes and commercial properties were destroyed in Haberfield and Ashfield for the M4 East and there has been significant loss of local vegetation and green space.

### **The indicative nature of the EIS is unacceptable**

The EIS repeatedly states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.'

For this reason alone, NSW Planning must not approve this project as it does not contain any certainty for residents as to what is proposed and therefore provides no proper basis on which the project can be approved. The indicative nature of the EIS is fundamentally unfair and is a breach of proper process. Residents do not have the opportunity to make comment on the final design of the project and are deliberately not being fully informed. It is not a true consultation process as residents do not have an opportunity to understand the full implications of the project.

If the EIS is approved, it prepares the pathway for sale of the Sydney Motorway Corporation to the private sector. If this privatisation goes ahead, the new owners and its contracting companies will be handed responsibility for oversight and control of the final design and implementation of the M4-M5 Link.

The contractor would not be bound to take into account community feedback. Give that the contractor will be trying to deliver the project as quickly and cheaply as possible, it is likely that any additional measures canvassed in the EIS with respect to construction noise mitigation, for example, would not be adopted.

The EIS should not be approved on the grounds that it does not provide a reliable basis on which to base the approval documents.

### **The Preferred Infrastructure Report should be made available for public comment**

A Preferred Infrastructure Report (PIR) is currently being written by the M4-5 Link project team. The PIR should be publicly released - with extended exhibition and submission period - PRIOR to any assessment or approval of the M4-5 Link.

The Preferred Infrastructure Report will document detail that should have been properly documented in the EIS. It will reveal plans that will have massive impacts upon residents and community. The PIR is particularly relevant to Haberfield and Ashfield as it will provide detailed information about the above-ground construction sites to be used in Haberfield and Ashfield. The EIS does not stipulate the number and detail about the construction sites that will be used in Haberfield/Ashfield, rather highlighting two "options".

### **The EIS does not seriously consider alternatives**

Under the Secretary's requirements, the EIS is supposed to provide an analysis of alternatives, including potential public transport alternatives (SEARS 2 (e)). The EIS fails to meet this requirement. There is broad brush discussion about the need for the project without any detailed analysis of why other solutions including the one developed by the City of Sydney could not be pursued. Given the billions involved in this project, a detailed analysis of potential alternatives should be required.

### **WestConnex is a fundamentally flawed white elephant**

The construction of all stages of WestConnex is opposed because:

- of the destruction of local homes, vegetation, green-space and neighbourhoods
- of the ongoing noise, vibration, dust and other impacts of WestConnex construction across many suburbs which will continue at least until 2023
- in the short-term it will displace traffic onto local roads as motorists seek to avoid tolls
- in the medium-term it is likely that the tollway will experience traffic congestion, due to induced traffic
- induced traffic which will result in increased air pollution and contribute to global warming
- exhaust stacks are unfiltered and air pollution build-up occurs at tunnel entry/exit portals. In-tunnel filtration is required.
- public transport is far more efficient method of transportation with much less impact on health and the environment.
- it is a very poor use of tax-payers' money, which would be much better spent on improving public transport, health, support for people in need and education.

### **The Minister for Planning should not approve the application**

The Secretary of NSW Planning should advise the Minister for Planning to not approve this EIS.

We request that Save Ashfield Park's submission be published in accordance with the undertaking on your website, and that a written response be provided to each of the objections raised.

Save Ashfield Park



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 12:04:33 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Julia Gorman (object)  
**Attachments:** 227834\_Julia Gorman EIS Objection\_2017Oct15\_2303.pdf

**From:** system@accelo.com On Behalf Of Julia Gorman  
**Sent:** Sunday, 15 October 2017 11:04:10 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Julia Gorman (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Julia Gorman  
[REDACTED]  
[REDACTED]

Neutral Bay, NSW  
2089

Content:  
My submission has been attached as a PDF file.

IP Address: 60-241-131-12.static.tpgi.com.au - 60.241.131.12  
Submission: Online Submission from Julia Gorman (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227834](https://majorprojects.accelo.com/?action=view_activity&id=227834)

Submission for Job: #7485 WestConnex M4-M5 Link  
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Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)



Julia Gorman  
3/7 Premier Street, Neutral Bay  
NSW, 2039

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 over 18 years at my parent's home at 28 Callan Street, and my Nana for the past 10 years at 9 Park Street. In January this year I moved out of home to Neutral Bay with my fiancé, but regularly visit and stay at my parents place for various work and social related events. I have been very lucky to have lived in such a close-knit community, growing up with my little sister while having all of our neighbours caring for us and one another. I am devastated to learn that the proposal identified in the EIS is threatening the health and wellbeing of my family and friends, as well as thousands of other people. I am also extremely angered and upset that when exhaust stacks were proposed for the Beaches Link Tunnel Education Minister Rob Stokes said "there's no way in hell" that he will accept exhaust stacks being built anywhere near a school. Yet in Rozelle where my family and Rozelle Public School is, their safety and wellbeing is not considered at all. When the people of the North Shore object to these plans in an area represented by Gladys Berejiklian, the government complies. This proves that the government is completely inconsistent, biased and hypocritical. The government should be held accountable for exposing people to long-term physical danger from the toxic chemicals that will be spilled from the four exhaust stacks in Rozelle.

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.

6. 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.

7. 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.

8. 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.

9. 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.

10. 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.

11. 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.

12. 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.

13. 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 to 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.

14. 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.

15. 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.

16. 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.

17. 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 surrounding area highly polluted. This is not acceptable. There are also at least 4 schools of Primary age children well within one kilometer of these Stacks. Young children are the most vulnerable to pollution related disease.

18. 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.

19. 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.

20. 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.

21. 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 completely oppose the inconsistent, biased and hypocritical decision making by the government regarding the health and safety of its residents.

I implore the minister to refuse consent for the Stage 3 WestConnex M4-M5 proposals.

Sincerely,

Julia Gorman

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 12:09:15 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Clancy Wilson (object)  
**Attachments:** 227838\_Clancy Wilson EIS Objection\_2017Oct15\_2306.pdf

**From:** system@accelo.com On Behalf Of Clancy Wilson  
**Sent:** Sunday, 15 October 2017 11:07:13 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Clancy Wilson (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Clancy Wilson  
[REDACTED]  
[REDACTED]

Neutral Bay, NSW  
2089

Content:  
My submission has been attached as a PDF file.

[REDACTED]  
Submission: Online Submission from Clancy Wilson (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227838](https://majorprojects.accelo.com/?action=view_activity&id=227838)

Submission for Job: #7485 WestConnex M4-M5 Link  
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Site: #3247 M4-M5 Link  
[https://majorprojects.accelo.com/?action=view\\_site&id=3247](https://majorprojects.accelo.com/?action=view_site&id=3247)

Clancy Wilson  
3/7 Premier Street, Neutral Bay  
NSW, 2039

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 fiancés family has lived in Rozelle for over 18 years at her parent's home at 28 Callan Street, and her Nana for the past 10 years at 9 Park Street. After living with her family in Rozelle for 12 months and having met the many close friends they have made in their suburb over the years, I learnt how special the close-knit community of Rozelle is. In January this year we moved to Neutral Bay, but still regularly visit Rozelle to see my fiancés family and enjoy the vibrant suburb. I am devastated to learn that the proposal identified in the EIS is threatening the health and wellbeing of her family and friends, as well as thousands of other people. I am also extremely angered and upset that when exhaust stacks were proposed for the Beaches Link Tunnel Education Minister Rob Stokes said "there's no way in hell" that he will accept exhaust stacks being built anywhere near a school. Yet in Rozelle where my fiancés family and Rozelle Public School is, their safety and wellbeing is not considered at all. When the people of the North Shore object to these plans in an area represented by Gladys Berejiklian, the government complies. This proves that the government is completely inconsistent, biased and hypocritical. The government should be held accountable for exposing people to physical danger from the toxic chemicals that will be spilled from the four exhaust stacks in Rozelle.

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.

6. 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.

7. 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.

8. 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.

9. 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.

10. 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.

11. 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.

12. 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.

13. 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 to 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.

14. 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.

15. 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.

16. 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.

17. 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 surrounding area highly polluted. This is not acceptable. There are also at least 4 schools of Primary age children well within one kilometer of these Stacks. Young children are the most vulnerable to pollution related disease.

18. 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.

19. 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.

20. 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.

21. 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 completely oppose the inconsistent, biased and hypocritical decision making by the government regarding the health and safety of its residents.



I implore the minister to refuse consent for the Stage 3 WestConnex M4-M5 proposals.

Sincerely,

Clancy Wilson

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 12:13:29 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Kim Hague-Smith (object)  
**Attachments:** 227840\_Westconnex submission stage 3\_2017Oct15\_2312.pdf

**From:** system@accelo.com On Behalf Of Kim Hague-Smith  
**Sent:** Sunday, 15 October 2017 11:13:15 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Kim Hague-Smith (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kim Hague-Smith  
[REDACTED]

[REDACTED]

ANNANDALE, NSW  
2038

Content:  
My submission is included in upload.

[REDACTED]  
Submission: Online Submission from Kim Hague-Smith (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227840](https://majorprojects.accelo.com/?action=view_activity&id=227840)

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

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

13 October 2017

Planning Services

Department of Planning and Environment

GPO Box 39

Sydney 2001

**Opposition to WestConnex submission - the stage 3 - M4-M5 Link**

I oppose the WestConnex project because it is a plan for private companies to take large profits masquerading as a way for motorists to achieve faster travel times.

From the Governments own information sessions driving from Campbelltown to the city will cost between \$90 - \$110 for 5 days. From the Australian Bureau of Statistics, half the population of Western Sydney has an income of less than \$600 per week. How can they afford this solution?

Wage growth is currently 0.6%, inflation about 1% but tolls will increase by 22% every 5 years.

At the same time, increased traffic in 5 - 7 years will mean the 2 - 5 minutes saved will be zero.

We'll be in the same position needing to "fix" the problem again having lost heritage homes in the oldest intact planned garden suburb, parks, old growth trees, local native species, hundreds of homes and businesses.

This is compounded with:

1. Air quality impacts from unfiltered ventilation stacks.
2. Loss of local biodiversity hot spots.
3. Cost blow out to \$45 billion and rising.
4. Resultant lack of funds to improve or implement future public transport alternatives.
5. Structural damage to homes caused by drilling and excavation.
6. Impacts on The Crescent/Johnston St, which will not take the projected traffic flow.

You may well suggest that residents accept short-term pain for your proposed long-term gain but this WestConnex project has no tangible gain.

WestConnex runs contrary to world's best practice. It should cease immediately to avoid further wasteful spending of taxpayer's money on a project which will not only fail to deliver benefits to Sydney residents but will also inflict long term damage on our health and Sydney's liveability.

Kim Hague-Smith

74 Taylor St

Annandale 2038

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 12:32:33 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for company WestProtects Rozelle Balmain Birchgrove (org\_object)  
**Attachments:** 227768\_WestProtects EIS M4-M5 October 2017 151017\_2017Oct15\_2128.pdf

**From:** system@accelo.com On Behalf Of LJ LOCH  
**Sent:** Sunday, 15 October 2017 9:29:12 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for company WestProtects Rozelle Balmain Birchgrove (org\_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: LJ LOCH

[REDACTED]

Rozelle, NSW  
2039

Content:

We oppose the M4-M5 link. Should it proceed we have serious concerns about the unfiltered stacks (impact on cumulative air quality on what is already one of Sydney's most polluted suburbs as well as their visual impact in making Rozelle look like Springfield), traffic impact, tunnelling and subsidence impact, construction impact, noise and dust impact, and concerns about what this means for our community.

[REDACTED]  
 Submission: Online Submission from company WestProtects Rozelle Balmain Birchgrove (org\_object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227768](https://majorprojects.accelo.com/?action=view_activity&id=227768)

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

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





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

**application number SSI 7485 – WestConnex M4-M5 Link**

**October 2017**

WestProtects Rozelle is an apolitical community group established to protect our community in the event that WestConnex M4-M5 Link proceeds.

We wish to state the strongest opposition to the M4-M5 Link. We oppose this project given its significant environmental, public health, traffic, construction and financial impacts as well as the endemic lack of adherence to proper planning principles.



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#### Process Issues

We are deeply concerned at the severely constrained consultation time of just 60 days, given the complexity and impact of this project and the 7000-plus page EIS document (a document which does not even contain final design so that we may be in fact providing feedback on a project which take a completely shape if and when contractors are engaged). The provision of just nine working days between the close of exhibition of the Concept Decision and the start of the EIS is risible (and offensive).

We echo the position of the Inner West Council namely that Stage 3 should not be approved and that an independent inquiry must be held to identify, investigate and resolve the multiple flaws in all stages across both construction and planning. The need for this inquiry is further fuelled by the findings of IWC's expert consultants, BECA, who raised serious concerns about the assumptions that have guided the EIS's traffic and air quality modeling as well as the absence of the specific nature of construction impacts.

Additionally, we wholeheartedly support Council's request that assessment of Stage 3 must be suspended until 1) this inquiry has been held; 2) any deficiencies in the current EIS are addressed and 3) the Preferred Infrastructure Report has been publicly exhibited (to allow genuine consultation and community feedback on what is actually going to happen).

We also note the commitments from the highest levels of NSW Government that lessons have been learned from Stage 1 and 2. For this promise to be more than just lip service, conditions of approval must be strengthened, construction practices must be improved and incidences of non-compliance reduced.

We ask that you consider the following:

#### **Air Quality and Unfiltered Ventilation Stacks**

The proposed siting of large, unfiltered ventilation stacks on Lilyfield Road, Victoria Road and in the Rozelle Rail Yards in close proximity to schools and homes is of major concern. These concerns clearly extend to the other unfiltered ventilation stacks proposed in Haberfield and St Peters as part of this project as well as in Stages 1 and 2.





There is overwhelming evidence of the toxic impact of polluted emissions.

The NSW EPA states in its recent Clean Air Consultation Paper on p10:  
*The public health impacts and costs of air pollution and, conversely, the benefits of reducing people's exposure to air pollution are substantial. Each year, air pollution leads to:*

- *520 premature deaths and 6300 cumulative years of life lost in Sydney (Morgan et al. 2013)*
- *1180 hospital admissions in Sydney (Broome et al. 2015), and*
- *an estimated \$6.4 billion (2015 AUD) in health costs in the NSW Greater Metropolitan Region (Dec 2005).*

***As there is no safe threshold for exposure to fine particles, continued reductions in exposure can reduce adverse symptoms, need for medication, visits to doctors and emergency departments, hospital admissions and premature deaths across cities and communities.***

Studies continue to emerge highlighting the deleterious impact of air pollution on our health including the findings published in *The Lancet* in 2016 which found there was a 7 per cent higher risk of developing dementia among those living within 50 metres of a main road, a 4 per cent higher risk at 50-100 metres, a 2 per cent higher risk at 101-200 metres, and no increase in risk among those living more than 200 metres away.

Given the content and quantum of dangerous emissions and the reliance on the emission points being sufficiently high for dispersal, this project has dangerous health ramifications not just for those communities which are being directly impacted by WestConnex but for wider Sydney as a whole. Within our community alone, there are numerous schools and pre-schools within the areas of heaviest potential fall-out.

Rozelle already has the most polluted air in Sydney and has exceeded the Health Department safe limits on several occasions in recent years. (Pead, S. 2012)

In addition the area is subject to air pollution (and noise) from cruise ships (and others) in White Bay, which run diesel engines (with low quality) fuel) to maintain their power supplies. Marine pollution analysts in Germany and Brussels suggest that a large cruise ship would probably burn at least 150 tonnes of fuel a day, and emit more sulphur than several million cars, more NO<sub>2</sub> gas than all the traffic passing through a medium-sized town and more particulate emissions than thousands of London buses.



<https://www.theguardian.com/environment/2016/may/21/the-worlds-largest-cruise-ship-and-its-supersized-pollution-problem>

Likewise the super yachts in Rozelle Bay generate diesel fumes with small particles. There are various other pollutants that are the result of vehicle emissions but probably the most concerning are the small particles, less than PM2.5, which are carcinogenic, cause respiratory problems, heart disease and other health problems. There are also significant health concerns about the even smaller micro particles.

#### **Vehicle exhaust**

The EIS argues that the contribution of car exhaust to total air pollution at the Sydney-metropolitan scale is minor at only 0.75%, with solid fuel burning the largest contributor at 50.6%. The EIS has omitted other non-exhaust particulates emitted by vehicles (5.5%), light duty diesel exhaust (2.2%), industrial vehicles and equipment (1.4%), which would bring total vehicle emissions to almost 10%.

Even if this was considered to be a low proportion of the total, the EIS concedes that PM2.5 vehicle emissions can have a health impact at any level, as can the cumulative impacts of all emissions. It could thus be argued that governments should be acting to reduce all types of emissions within all sectors, including transport. As is mentioned above, the long-term goal for transport emissions should be zero through high-occupancy public transport powered by renewables.

#### **Filtration and real-time monitoring**

**Ventilation stacks must 1) be filtered and 2) located away from homes and schools. The proposed location of unfiltered stacks on Lilyfield Road opposite the frequently used Easton Park, and on Victoria Road in close proximity to Rozelle Public School is not acceptable. Conditions of approval must require appropriate air quality monitoring, including indoor monitoring, and should be implemented at schools and aged care facilities within the impacted community as well as rotating monitoring across residences throughout the construction period. Monitoring results should be made publicly available in real-time with mitigation measures implemented should validation show higher impacts than predicted.**

#### **Cumulative air quality assessment**

**The Department of Planning & Environment must, prior to any determination, conduct a further assessment of the project's contribution to cumulative air quality impacts. This includes consideration of emissions from the White Bay cruise ship terminal and emissions from Sydney Airport flight paths.**





**The Department must also, prior to any determination, conduct a further assessment of air quality impacts from ventilation facilities on nearby schools and assess ventilation facility height, local topographical effects and weather effects on emissions.**

#### **In-tunnel emissions**

Despite assurances within the EIS that WestConnex will include a state-of-the-art tunnel longitudinal ventilation system, experience with tunnels such as the existing M5 have shown that it is inherently difficult to achieve clean air within any road tunnel. Cars offer some protection from poor air quality, but this is not the case for motorcycles, and there is likely to be a proportion of tunnel users that are sensitive to pollutants at any level, e.g. asthmatics; noting that approximately one in nine Australians suffer from asthma.

Though the journey through WestConnex tunnels would for most drivers last for a relatively short period, there will be regular users of these tunnels that will be affected by pollutants over a long period. There will also be times when congestion slows traffic, increasing emissions and holding motorists within the tunnel for a longer period, increasing their exposure to pollutants. Further, the EIS does not include any information about alternative in-tunnel ventilation should the main system fail or if there is a fire or similar emergency situation in the tunnel. In contrast, most of these issues do not apply to rail tunnels as there are no in-tunnel emissions.

**A further assessment of in-tunnel emissions, in-tunnel filtration options and emissions issues in failure or emergency situations must be conducted.**

**We also call on the Department to require that any conditions of approval measures to monitor and limit in-tunnel emissions are in line with the most stringent limits used internationally.**

#### **Impact of steep tunnel gradients in Rozelle**

The tunnels that form part of the Rozelle Interchange include several at steep gradients. We know from the M5 that the resulting increased emissions from such angles are a concern.

**The Department must require assessment of the air quality implications of emergency situations and the steep gradients proposed for the Rozelle Interchange.**



### Surface road emissions

We note IWC Consultant's Beca's key concern in relation to operational air quality impacts is that results of the EIS modelling indicate that the discharge of particulates and NO<sub>2</sub> may exceed criteria levels at impact receptors when surface roads are taken into account as well as the ventilation stacks. It is a major omission from the EIS that only pollutant stacks have been considered.

No mitigation or air quality monitoring has been proposed for the larger contribution from surface roads, particularly at the locations which are predicted to be significantly affected by additional traffic. On the basis of the EIS, these locations include Victoria Road from the Iron Cove Link tunnel portal at Rozelle through to Drummoyne; Anzac Bridge and Western Distributor; and Canal Road, Gardeners Road and adjoining major roads in the Mascot area.

**Prior to any approval, an assessment of how flaws in the traffic modelling explained in Council's submission could influence air quality modelling results must be conducted. This assessment must consider emissions from WestConnex generated traffic on local and regional roads, not just State roads.**

### Design of ventilation stacks

In the EIS, the worst-case scenario has been depicted for the aesthetic finish of the proposed ventilation outlets in the Rozelle Rail Yards. **We expect that the actual finished product will not look like that of a nuclear power plant and instead any and all ventilation outlets for the M4-M5 link project will be in keeping with their surrounding environment and heritage.**

**Any conditions of approval must include measures to minimise visual impacts of all Stage 3 ventilation facilities with a focus on the facilities in the Rozelle Rail Yards and on Victoria Road near Terry Street.**

### Mitigation of proposed Iron Cove Link

We note the proposed widening of Victoria Road near the Iron Cove Bridge to include tunnel entry and exit points for the Iron Cove Link. This includes a proposed construction site on Victoria Road, between Springside Street and the Iron Cove Bridge.

During construction, Clubb, Toelle and Callan Streets will be converted to cul-de-sacs while pedestrian and cycle access along Victoria Road will be diverted to Manning





Street to connect with the westbound shared path on Victoria Road at the end of Byrnes Street.

Multiple residences will be in incredibly close proximity to this proposed construction.

**Appropriate amelioration and respite measures must be introduced**

### **Retention of Easton Park**

We note the various commitments given by SMC representatives privately and publicly that Easton Park is safe and will not be utilised during construction in any way should Stage 3 proceed.

**We ask that Easton Park not be utilised during construction in any way should Stage 3 proceed (or in connection to construction of the Second Harbour Tunnel should that proceed).**

The EIS identifies Easton Park as one area where high to moderate visual impact is expected. **Planting and retention of mature trees to reduce sightlines must take place.**

Impact of increased traffic (further exacerbated by proposed Western Harbour Tunnel and Beaches Link )

This area is currently bordered by Victoria Road on the eastern side and by the Western Distributor and James Craig Road on the south side. It is thus already subject to some of the heaviest traffic flows in Sydney.

The resulting significant increases in traffic on Victoria Road, The Crescent, the eastern section of City West Link and Johnson Road should this proceed will seriously impact our community, and lead to increased and dangerous rat-running through what are currently quiet, suburban streets.

The EIS relies upon baseline investigations done for Stage 1 and Stage 2 – information which is now out of date, and probably irrelevant given the built environment around the Haberfield and St Peter's interchanges has changed completely with the construction of the M4 East and new M5.

As the IWC is the government authority who:

- has the local knowledge of how current traffic management systems work in the Inner West are, and



- will be the one responsible at the end of the M4-M5 Link project to manage those systems, including any positive or negative impacts thereon,

we request that:

- **the RMS and other relevant agencies commit to actively working with IWC to identify and protect local streets that may be affected by WestConnex traffic, and**
- **that the RMS provide funding for the implementation of traffic calming works to protect these streets.**

To ignore the contribution that the IWC could make would be detrimental to the outcomes that the project is in fact trying to achieve.

### **Tunnels**

**We request that all tunnels be kept as deep as possible to reduce any noise, vibration and settlement impacts on residential and commercial properties and their occupants , both during construction and once in operation,.**

**Prior to any determination, a further assessment of vibration impacts on people and buildings in locations where WestConnex tunnels are shallow must be conducted.**

### **Remediation of the Rozelle Rail Yards**

This site is one of the most toxic sites in Sydney and possibly in Australia. The legacy of its use as an abattoir and railway yard mean significant contamination exists. As the REF identifies, this contamination includes:

- Asbestos
- Acid Sulfate Soils
- Polycyclic Aromatic Hydrocarbons
- Lead
- Arsenic
- Total Petroleum Hydrocarbons
- Benzene
- Zinc

In addition to the very real risk of contamination of groundwater and waterways, given the history of the site, there is also a very real risk of extensive asbestos (as SMC has identified) as well as other air borne contaminants.



This is not a “normal” remediation. The Rozelle Rail Yards, given the legacy issues, and its proximity to homes, needs to be treated differently. Standard remediation measures are not sufficient.

- **The Rozelle Rail Yards recreation area needs to be delivered to Council at no cost, with all landscaping, paths and facilities constructed by the proponent in line with final designs which have been through comprehensive consultation.**

### Monitoring

As with all construction sites and processes, the proposed remediation works for the Rozelle Rail Yards will produce consequential dust impacts on the local community and in particular on local community residences and activities. This may be due to the type of work to be carried out on site or may well be exacerbated by weather conditions.

- **We request the appointment of an independent, appropriately-specialised monitor to ensure the engaged contractor complies with best practice. The monitor should have unfettered access to the site and contractor’s vehicles and machinery to ensure compliance.**
- **We expect IWC officers to have access at all times to the site to independently ensure compliance.**

### Dust

Our understanding is that during any construction works, dust is not allowed to leave the boundaries of the site. It would therefore be appropriate that a real-time dust monitoring system be required as part of the licencing requirements for the works. Such a system would include the appropriate trigger levels established at the boundaries of the site, alerts and daily reporting requirements by the contractor. At a minimum, daily reporting will be made both to the EPA and the IWC to independently ensure compliance.

In an attempt to minimise those dust impacts, we believe a set of procedures for the works are required to assist residents to minimise the impact of dust in their homes and lives. The development and further refinement of such a procedure will also have application during the proposed M4-M5 Link works and construction of the Iron Cove Link.

It is proposed that a set of procedures be developed in conjunction with SMC and the Inner West Council WestConnex Advisory Group on behalf of the local community.





The procedures will address at least the following concepts:

1. The implementation of a notification system whereby SMC is able to communicate in a timely manner with the local community and the Inner West Council utilising either mobile phone numbers or appropriate alternatives, being those numbers that the relevant local resident has agreed to receive the notification via.
2. SMC must give prior notification to the local community where it is reasonable to expect:
  - a. the following day's construction activities on site; and/or
  - b. the weather conditions forecast may produce conditions where dust is likely to escape from the site, "the expected dust activity". The notification must be given by close of business of the day prior to the expected dust activity. Where a dust activity was not envisaged, then SMC must send that notification as soon as practicable after it has become aware that one is likely.
3. The notification must include:
  - a. the time when the expected dust activity is to occur;
  - b. the period of time it is expected to continue;
  - c. the direction SMC expects the dust to leave the site and travel in; and
  - d. such other relevant information to allow residents to reduce any negative impacts due to the expected dust activity.

### **Noise and Vibration Impacts from Construction.**

Rozelle is the community which will be most impacted by noise during construction according to the EIS, with many residents highly affected.

**We request that any licence granted by the Department of Planning not reflect the standards of those issued for the Westconnex Stage 1 and 2 works. Any license issued must:**

- **be of a standard that significantly reduces noise and vibration impacts from that of Stages 1 and 2, and**
- **not allow the RMS to be able to undermine or circumvent compliance by the contractor with out of hours work directions**
- **ensure the provision of the highest grade acoustic sheds on entrance and exits as well as the spoil handling areas and any other amelioration measures which would lessen the impact on residents.**

Regular respite periods must be observed which are of sufficient length and which are not impacted by the operation of other utilities. We note the Government's and





SMC's commitment to learn from the mistakes of Stages 1 and 2 – this is a critical area to demonstrate that.

#### **Night Lighting Impacts during Construction**

**We request that any licence issued by the Department of Planning address the impact of night lighting during construction. Any residences which will be impacted from moderate to high level lighting must be provided with an appropriate solution to ensure they are impacted only at a low level.**

#### **Inadequate pedestrian access to the Rozelle Interchange Park and across Victoria Road and the City West Link.**

We understand that the pedestrian and bicycle bridge which currently spans Victoria Road and the pedestrian and bicycle bridge over the City West Link to Glebe will be removed along with the traffic lights currently linking Victoria Road to the Western Distributor.

These are heavily used by pedestrians accessing buses into the city, cyclists into the city and to Glebe and beyond.

There are currently 2 bus stops city-bound servicing these lower parts of Rozelle as well as 2 bus stops westbound on Victoria Road. The loss of these bus-stops will have a significant impact on our community.

The loss of pedestrian access to the Anzac Bridge pedestrian path will have a similar deleterious impact.

**Greater pedestrian and cyclist access across Victoria Road, the City West Link and into the Rozelle Interchange Park is required. Existing bus stops should be retained to promote greater use of Public Transport and to ensure that residents and businesses in the lower part of Rozelle and Balmain have access to public transport.**

#### **Restriction of Public transport options for White Bay/Balmain light rail and Western Metro rail**

The existing light rail corridor must be retained.

#### **Use of Rozelle Rail Yards as the main construction site for the M4-M5 Link**

Should Stage 3 proceed, we note your commitment to using the Rozelle Rail Yards as the main construction site. The defined construction activities including launching



the tunneling machines, stockpiling and removal of extracted material, workforce car parking , offices and amenities as well as infrastructure required to support the construction of the tunnels such as sedimentation ponds.

**All heavy construction traffic should be confined to the City West Link – residential streets are not an option.**

#### **Truck Marshalling Yard and Management of Construction Vehicles.**

- We welcome the establishment of a Heavy Vehicle Marshalling Yard at White Bay to ensure the traffic issues seen in the Stage 1 works at Haberfield are not repeated during the M4-M5 Link project. However, we believe that further work is required by the Inner West Council to ensure that any opportunities for “loopholes ” in the surrounding residential streets are addressed and closed. We request that SMC work in conjunction with the IWC to ensure a complete traffic management system is developed, managed and enforced. This may include the contribution by SMC of the necessary funding to provide enforcement resourcing for IWC.
- In regards to the egress or ingress of light vehicles between construction sites and residential roads, we request that the number of vehicles be staggered so no adverse impact is made to the traffic flow on local streets.

#### **Minimising the impact of construction**

The two-stage construction of Stage 3 must not increase or extend construction or operational impacts on our community. As per the EIS, Rozelle and Iron Cove works would commence in late 2018 but not be completed until the second half of 2023.

We note the intent to:

- Locate temporary buildings and structures so they provide a noise mitigation between the work sites and neighbouring areas
- Ensure temporary buildings and structures don't overshadow neighbouring properties
- Locate and design lighting to minimise light spilling from work sites
- Locate excavated material away from property boundaries
- Locate vehicle access points away from residences and minimise the need for trucks to be in residential areas.

**We request that this be the default position given the many years of construction our community faces. Additionally, trucks should be prevented**





from idling in residential streets and that workers are required to park in a designated parking area. This area should be one which does not absorb existing, rare on-street residential parking.

Where residences are in close proximity to construction, additional mitigation measures should be implemented such as installation of triple glazed windows.

The Truck Marshalling Area should be located away from residential properties, and ideally at White Bay.

It is imperative that lessons learned result in appropriate design changes, stronger conditions of approval, improved management regimes and a more generous and considerate attitude toward affected residents for Stage 3. It is also important to note that mitigation measures should not bring benefits to some residents at the expense of others.

### Impact on Haberfield

Stage 3 construction sites at or near the existing Stage 1 construction sites at Haberfield raise particular concerns as Haberfield residents have already endured significant impacts from the construction of Stage 1 without respite throughout 2016-2017. These residents will now experience an additional three or more years of impacts.

Haberfield residents have already been subject to considerable impacts from Stage 1, and extending the construction for a further three years raises serious health concerns. **It is thus imperative that if Stage 3 proceeds, DP&E, EPA and NSW Health must investigate all construction-related health issues and work collaboratively to ensure they are addressed in the EIS and that strong, comprehensive conditions of approval are drafted to minimise construction impacts across the project.**

### Landscaping

- In committing to the landscaping works envisaged in the Concept Design and EIS we believe that an appropriate body, such as the Sydney Harbour Foreshore Authority should have overarching responsibility for the funding of ongoing management and maintenance of the completed works at the Rozelle Rail Yards.
- Day to day maintenance of the site should be the responsibility of IWC. The Rozelle Rail Yards recreation area must be delivered to Council for



its ownership at no cost, and all landscaping, paths and facilities to be constructed by the NSW Government according to final designs. It is also expected that maintenance funding would be provided for an initial period and Council and the community will be closely involved in the development of a plan of management for this important site.

- All residual lands should be delivered at zero cost to IWC unburdened by contamination or any immediate need for maintenance. All landscaping, paths and other community infrastructure should be delivered to Council fully constructed and all buildings (if any) renovated before handover.
- Handover of residual lands should be in accordance with relevant conditions of approval that have been drafted in consultation with Council and affected communities. Further, the NSW Government should establish a fund that can be used by Council to maintain residual lands/facilities for an initial period.
- We welcome the establishment of a Community Reference Group to work with SMC to determine the landscaping works for the Rozelle, Lilyfield and Annandale construction sites. As much as there are a variety of potential landscaping solutions for these sites, we believe that SMC should capitalise on opportunities to obtain and preserve mature plantings of trees at risk from other infrastructure works in the Greater Sydney area. Those plantings would need to be compatible with those in the current area, such as those around Easton Park. Where practicable, we would also expect that any existing mature trees on any construction site will be left in situ and maintained during the project.
- In regards to the proposed Western Harbour Tunnel and Beaches Link (WHT) connections construction area, shown in Figure 13.21 of the EIS, should the works for the WHT not have been approved by the relevant authority 6 months prior to the completion of the M4-M5 Link works, then the landscaping work for that area denoted as area 2 in Figure 13.21 will be completed along with the landscaping work for the Rozelle Rail Yards.

#### Ensuring respite from construction including through the Coordination of Utilities so as to maximise “no work” periods for residents

We note the construction hours for surface work will be:

- Monday to Friday 7am to 6pm
- Saturday 8am to 1pm
- No work on Sundays or public holidays.





We note the additional caveat in the Concept Design that “while most of the surface construction work would be carried out during standard construction hours, some activities would need to be undertaken at night to effectively manage public and construction worker safety, design and quality considerations, and the duration of construction and any associated amenity impacts on the local community.

**Given the many years of construction that our community will be subjected to, we request SMC and its subcontractors commit to working inside the standard construction hours with the “caveat” hours only being used in extreme circumstances rather than as a regular event.**

**Given the dreadful impact of round the clock construction on residents impacted by Stage 1 and Stage 2 construction as a result of work by SMC and other Government utilities, we ask that the State Government deliver on its commitment to learn from the lessons of the past and ensure construction and construction-related work is coordinated so that residents have the chance to sleep.**

**We request the establishment of a Construction Complaint hotline, operating 24 hours a day, 7 days a week with appropriate compliance and response funding so that breaches and concerns can be reported and acted on immediately.**

#### **Conditions of Approval must reflect those of Sydney Metro (rail) project**

**Any conditions of approval must include a requirement for no construction work (including spoil removal) to be permitted out-of-hours, with a night-time curfew imposed on all work from 11pm until 6am. Further, that the more up-to-date conditions and licensing terms applied to the Sydney Metro (rail) project should be applied to Stage 3, should it proceed, and retrospectively applied to Stages 1 and 2.**

**Additionally, any conditions of approval must include a requirement that RMS road occupations be allowed from 7pm onward to assist with implementation of the night-work curfew.**

#### **Co-ordination of project-related utilities work**

Experience with Stages 1 and 2 has shown that cumulative construction and utilities works have been a major issue for residents. These have arisen primarily from a vast range of utility relocation works necessitated by WestConnex being undertaken at the same time as project works, or during periods when residents might otherwise enjoy respite. Whilst project works are ‘contestable’ in that they must comply with



the project's conditions of approval, the utilities works are 'non-contestable' as they are formally not part of the project.

**A utilities manager should be employed, adequately resourced and provided with enforcement powers, to co-ordinate project and utilities works so that cumulative construction impacts on residents around worksites are minimised.**

**Prior to any determination, DP&E and EPA must improve, strengthen and simplify procedures between the two agencies applying to monitoring and complaints about core (contestable) project works and associated (non-contestable) utilities works. Information on improved complaints procedures to be disseminated by DP&E, EPA and the project's utilities manager.**

**More resources also need to be allocated to compliance monitoring. This includes independent regulators which have the capacity and authority to intervene, supervise and prosecute when necessary.**

#### **Cumulative noise impact assessment**

A further cumulative impact issue has been overlapping of noise envelopes from project works from several construction areas – a particular issue for some Haberfield residents located between several of the project work sites. It would appear the conditions of approval have considered the impacts of each work site in isolation without considering how noise, vibration and other impacts might add together to become intolerable. For Stage 3, this is an important issue for the Rozelle/Lilyfield/Annandale construction sites due to the number of construction sites and construction activities underway simultaneously within one area.

**An assessment must be undertaken of Stage 1 and 2 cumulative noise impacts from overlapping noise envelopes, to guide relevant construction management plans for Stage 3.**

#### **Management of Excavated Material**

We note the intent to reuse or recycle at least 95% of uncontaminated excavated material.

**Excavated material that cannot be used on site and which is required to be taken by haulage to offsite facilities should be removed via White Bay and non-residential roads.**





### **The creation of up to 10 hectares of new public open space in the Rozelle Rail Yards**

We note the commitment to locate the new Rozelle Interchange almost completely underground and up to 65 metres below the surface.

We note your stated key principles of:

- Improving connections between Rozelle/Lilyfield and Annandale, to open space and to the Harbor
- Creating opportunities for new open space or community facilities
- Achieving better environmental outcomes, particularly in terms of water management

**The open space link between Bicentennial Park and Easton Park must be maximized given the important nature of this green lung for our community. Appropriate budget must be provided for the greening and maintenance of this site by State Government.**

**This site should include appropriate walkways and cycleways, sporting fields, a skate park, and community gardens.**

**Appropriate security measures should also be implemented to optimise security of park users, including children.**

### **Groundwater and Settlement Relevant Criteria**

We note that the potential impacts from groundwater withdrawal induced settlement on properties has not been modelled in the EIS. In determining the predicted settlement criteria for a property we request that these potential impacts must be taken into account in the modelling to ensure that the relevant criteria for settlement is not exceed.

We also request that SMC be made responsible for the development and implementation of a construction settlement monitoring program.

#### **Settlement Relevant Criteria.**

In Table 12.4 of the EIS, the relevant settlement criteria is set out for low/non-sensitive properties and high/sensitive properties. Our understanding is that should a property sustain damage due to settlement within the relevant criteria, all damage due to that settlement will be remedied. Our concern is the extent of settlement that is being allowed to occur.

Having spoken with building specialists, no building with settlement of 30mm will be able to be refurbished to its pre-existing condition. This is also the



case for sensitive properties where a 20mm settlement criteria is being proposed.

**We request that the settlement relevant criteria be reduced to 15mm in the case of low/non-sensitive properties and 10mm for high/sensitive properties. This will ensure that the contractor will apply the appropriate level of pre-planning and proactive management to minimise settlement damage to properties.**

#### **Detailed process for repair of damage to homes**

Given the fragmented construction process for Stage 2, and the potential for multiple parties to be responsible for damage to homes (and for disputes as to which body is responsible), a formal remediation process must be in place to streamline the process for residents and ensure damage is fixed within a reasonable time frame

#### **Darley Road Construction Site**

The EIS lacks detail about what is proposed for the Darley Road Construction Site or how the severe impacts of the proposal would be mitigated if it were to go ahead. On this basis, it should be rejected on the grounds that it exposes the community to unacceptable danger.

Darley Road is incapable of accommodating the proposed traffic movements without jeopardizing the current road network. Darley Road is a critical access road for our community to access and cross the City West Link and is heavily congested at peak hours. The addition of hundreds of trucks and contractor vehicles will result in traffic chaos at a critical junction of the Inner-West's and Sydney's traffic network. The proposed movement of 170 heavy and light vehicles a day endangers the safety and lives of pedestrians accessing the North Leichhardt light rail stop; cyclists accessing the Darley Road bicycle route and the many school children who cross here to walk to Orange Grove Public School and Leichhardt Secondary College.

**7 Darley Street Leichhardt must be rejected as a Stage 3 construction site as it raises many issues, including traffic safety, noise and dust impacts. A detailed road safety audit is required which must include examination of traffic volumes and crashes, and an audit of traffic safety risks.**

#### **Signage**

The erection of large standard directional signs and variable message signs in compliance with RMS standards is completely unsuitable for residential locations.





**Any conditions of approval must include measures to minimise visual impacts of roadside directional signs and variable message signs associated with the project.**

#### **The Acquisition process**

The compulsory acquisition of homes and businesses throughout this process has been atrocious. The EIS states that the number of properties to be acquired during Stage 3 comprises 26 residential properties together with 24 commercial or industrial zoned properties and one mixed use property, containing 48 businesses.

Numerous difficulties experienced by residents who were served with property acquisition notices have exposed cumulative negative experiences ranging from under-valuation of homes to dislocation of community life. Many households reported that they were severely disadvantaged by the acquisition process and, as a result, moved away from their local communities and support networks. This exodus also represented a major loss to the communities concerned.

**The compulsory and voluntary acquisition processes of properties needs significant improvement.**

#### **CONCLUSION**

We appreciate the opportunity to make a submission. Should you have any questions or wish to contact us, we are available on

[WestProtectsRozelle@yahoo.com](mailto:WestProtectsRozelle@yahoo.com)

**From:** [REDACTED]  
**Sent:** Mon, 16 Oct 2017 03:00:16 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for company WestProtects Rozelle Balmain Birchgrove (org\_object)  
**Attachments:** 228064\_Westprotects EIS submission 161017\_2017Oct16\_1325.pdf

**From:** system@acelo.comOn Behalf OfLJ LOCH  
**Sent:** Monday, 16 October 2017 1:26:12 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details for company WestProtects Rozelle Balmain Birchgrove (org\_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: LJ Loch

[REDACTED]

[REDACTED]

Rozelle, NSW  
2039

Content:

WestProtects Rozelle is an apolitical community group established to protect our community in the event that WestConnex M4-M5 Link proceeds.

We wish to state the strongest opposition to the M4-M5 Link. We oppose this project given its significant environmental, public health, traffic, construction and financial impacts as well as the endemic lack of adherence to proper planning principles.

We are concerned that the "consultation" process is a shame given the design provided in the EIS is not final, given the constricted EIS display timeframe, and given the extremely short period of time between receipt of comments on the concept design and the release of the EIS. We demand the opportunity to be consulted on the final process given the devastating impact this will have on our community.

We are deeply concerned that the WestConnex project fails to deliver the Government's stated outcomes and fear for our community, given the dreadful precedents set in Stages 1 and 2 from the heartless compulsory acquisition process, the failure to provide genuine respite for residents, the lack of empathy for residents in the path of this massive project, and the paucity of modeling on which the EIS is based.

[REDACTED]

Submission: Online Submission from company WestProtects Rozelle Balmain Birchgrove (org\_object)  
[https://majorprojects.acelo.com/?action=view\\_activity&id=228064](https://majorprojects.acelo.com/?action=view_activity&id=228064)

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

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



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

**application number SSI 7485 – WestConnex M4-M5 Link**

**October 2017**

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### Process Issues

We are deeply concerned at the severely constrained consultation time of just 60 days, given the complexity and impact of this project and the 7000-plus page EIS document (a document which does not even contain final design so that we may be in fact providing feedback on a project which take a completely shape if and when contractors are engaged). The provision of just nine working days between the close of exhibition of the Concept Decision and the start of the EIS is risible (and offensive).

We echo the position of the Inner West Council namely that Stage 3 should not be approved and that an independent inquiry must be held to identify, investigate and resolve the multiple flaws in all stages across both construction and planning. The need for this inquiry is further fuelled by the findings of IWC's expert consultants, BECA, who raised serious concerns about the assumptions that have guided the EIS's traffic and air quality modeling as well as the absence of the specific nature of construction impacts.

Additionally, we wholeheartedly support Council's request that assessment of Stage 3 must be suspended until 1) this inquiry has been held; 2) any deficiencies in the current EIS are addressed and 3) the Preferred Infrastructure Report has been publicly exhibited (to allow genuine consultation and community feedback on what is actually going to happen).

We also note the commitments from the highest levels of NSW Government that lessons have been learned from Stage 1 and 2. For this promise to be more than just lip service, conditions of approval must be strengthened, construction practices must be improved and incidences of non-compliance reduced.

### Air Quality and Unfiltered Ventilation Stacks

The proposed siting of large, unfiltered ventilation stacks on Lilyfield Road, Victoria Road and in the Rozelle Rail Yards in close proximity to schools and homes is of major concern. These concerns clearly extend to the other unfiltered ventilation stacks proposed in Haberfield and St Peters as part of this project as well as in Stages 1 and 2.

There is overwhelming evidence of the toxic impact of polluted emissions.

The NSW EPA states in its recent Clean Air Consultation Paper on p10:





*The public health impacts and costs of air pollution and, conversely, the benefits of reducing people's exposure to air pollution are substantial. Each year, air pollution leads to:*

- 520 premature deaths and 6300 cumulative years of life lost in Sydney (Morgan et al. 2013)
- 1180 hospital admissions in Sydney (Broome et al. 2015), and
- an estimated \$6.4 billion (2015 AUD) in health costs in the NSW Greater Metropolitan Region (Dec 2005).

***As there is no safe threshold for exposure to fine particles, continued reductions in exposure can reduce adverse symptoms, need for medication, visits to doctors and emergency departments, hospital admissions and premature deaths across cities and communities.***

Studies continue to emerge highlighting the deleterious impact of air pollution on our health including the findings published in *The Lancet* in 2016 which found there was a 7 per cent higher risk of developing dementia among those living within 50 metres of a main road, a 4 per cent higher risk at 50-100 metres, a 2 per cent higher risk at 101-200 metres, and no increase in risk among those living more than 200 metres away.

Given the content and quantum of dangerous emissions and the reliance on the emission points being sufficiently high for dispersal, this project has dangerous health ramifications not just for those communities which are being directly impacted by WestConnex but for wider Sydney as a whole. Within our community alone, there are numerous schools and pre-schools within the areas of heaviest potential fall-out.

Rozelle already has the most polluted air in Sydney and has exceeded the Health Department safe limits on several occasions in recent years. (Pead, S. 2012)

In addition the area is subject to air pollution (and noise) from cruise ships (and others) in White Bay, which run diesel engines (with low quality) fuel) to maintain their power supplies. Marine pollution analysts in Germany and Brussels suggest that a large cruise ship would probably burn at least 150 tonnes of fuel a day, and emit more sulphur than several million cars, more NO<sub>2</sub> gas than all the traffic passing through a medium-sized town and more particulate emissions than thousands of London buses.

<https://www.theguardian.com/environment/2016/may/21/the-worlds-largest-cruise-ship-and-its-supersized-pollution-problem>



Likewise the super yachts in Rozelle Bay generate diesel fumes with small particles. There are various other pollutants that are the result of vehicle emissions but probably the most concerning are the small particles, less than PM2.5, which are carcinogenic, cause respiratory problems, heart disease and other health problems. There are also significant health concerns about the even smaller micro particles.

### **Vehicle exhaust**

The EIS argues that the contribution of car exhaust to total air pollution at the Sydney-metropolitan scale is minor at only 0.75%, with solid fuel burning the largest contributor at 50.6%. The EIS has omitted other non-exhaust particulates emitted by vehicles (5.5%), light duty diesel exhaust (2.2%), industrial vehicles and equipment (1.4%), which would bring total vehicle emissions to almost 10%.

Even if this was considered to be a low proportion of the total, the EIS concedes that PM2.5 vehicle emissions can have a health impact at any level, as can the cumulative impacts of all emissions. It could thus be argued that governments should be acting to reduce all types of emissions within all sectors, including transport. As is mentioned above, the long-term goal for transport emissions should be zero through high-occupancy public transport powered by renewables.

### **Filtration and real-time monitoring**

**Ventilation stacks must 1) be filtered and 2) located away from homes and schools. The proposed location of unfiltered stacks on Lilyfield Road opposite the frequently used Easton Park, and on Victoria Road in close proximity to Rozelle Public School is not acceptable. Conditions of approval must require appropriate air quality monitoring, including indoor monitoring, and should be implemented at schools and aged care facilities within the impacted community as well as rotating monitoring across residences throughout the construction period. Monitoring results should be made publicly available in real-time with mitigation measures implemented should validation show higher impacts than predicted.**

### **Cumulative air quality assessment**

**The Department of Planning & Environment must, prior to any determination, conduct a further assessment of the project's contribution to cumulative air quality impacts. This includes consideration of emissions from the White Bay cruise ship terminal and emissions from Sydney Airport flight paths.**





**The Department must also, prior to any determination, conduct a further assessment of air quality impacts from ventilation facilities on nearby schools and assess ventilation facility height, local topographical effects and weather effects on emissions.**

### **In-tunnel emissions**

Despite assurances within the EIS that WestConnex will include a state-of-the-art tunnel longitudinal ventilation system, experience with tunnels such as the existing M5 have shown that it is inherently difficult to achieve clean air within any road tunnel. Cars offer some protection from poor air quality, but this is not the case for motorcycles, and there is likely to a proportion of tunnel users that are sensitive to pollutants at any level, e.g. asthmatics; noting that approximately one in nine Australians suffer from asthma.

Though the journey through WestConnex tunnels would for most drivers last for a relatively short period, there will be regular users of these tunnels that will be affected by pollutants over a long period. There will also be times when congestion slows traffic, increasing emissions and holding motorists within the tunnel for a longer period, increasing their exposure to pollutants. Further, the EIS does not include any information about alternative in-tunnel ventilation should the main system fail or if there is a fire or similar emergency situation in the tunnel. In contrast, most of these issues do not apply to rail tunnels as there are no in-tunnel emissions.

**A further assessment of in-tunnel emissions, in-tunnel filtration options and emissions issues in failure or emergency situations must be conducted.**

**We also call on the Department to require that any conditions of approval measures to monitor and limit in-tunnel emissions are in line with the most stringent limits used internationally.**

### **Impact of steep tunnel gradients in Rozelle**

The tunnels that form part of the Rozelle Interchange include several at steep gradients. We know from the M5 that the resulting increased emissions from such angles are a concern.

**The Department must require assessment of the air quality implications of emergency situations and the steep gradients proposed for the Rozelle Interchange.**



### Surface road emissions

We note IWC Consultant's Beca's key concern in relation to operational air quality impacts is that results of the EIS modelling indicate that the discharge of particulates and NO<sub>2</sub> may exceed criteria levels at impact receptors when surface roads are taken into account as well as the ventilation stacks. It is a major omission from the EIS that only pollutant stacks have been considered.

No mitigation or air quality monitoring has been proposed for the larger contribution from surface roads, particularly at the locations which are predicted to be significantly affected by additional traffic. On the basis of the EIS, these locations include Victoria Road from the Iron Cove Link tunnel portal at Rozelle through to Drummoyne; Anzac Bridge and Western Distributor; and Canal Road, Gardeners Road and adjoining major roads in the Mascot area.

**Prior to any approval, an assessment of how flaws in the traffic modelling explained in Council's submission could influence air quality modelling results must be conducted. This assessment must consider emissions from WestConnex generated traffic on local and regional roads, not just State roads.**

### Design of ventilation stacks

In the EIS, the worst-case scenario has been depicted for the aesthetic finish of the proposed ventilation outlets in the Rozelle Rail Yards. **We expect that the actual finished product will not look like that of a nuclear power plant and instead any and all ventilation outlets for the M4-M5 link project will be in keeping with their surrounding environment and heritage.**

**Any conditions of approval must include measures to minimise visual impacts of all Stage 3 ventilation facilities with a focus on the facilities in the Rozelle Rail Yards and on Victoria Road near Terry Street.**

### Mitigation of proposed Iron Cove Link

We note the proposed widening of Victoria Road near the Iron Cove Bridge to include tunnel entry and exit points for the Iron Cove Link. This includes a proposed construction site on Victoria Road, between Springside Street and the Iron Cove Bridge.

During construction, Clubb, Toelle and Callan Streets will be converted to cul-de-sacs while pedestrian and cycle access along Victoria Road will be diverted to Manning Street to connect with the westbound shared path on Victoria Road at the end of Byrnes Street.





Multiple residences will be in incredibly close proximity to this proposed construction.

**Appropriate amelioration and respite measures must be introduced**

### **Retention of Easton Park**

We note the various commitments given by SMC representatives privately and publicly that Easton Park is safe and will not be utilised during construction in any way should Stage 3 proceed.

**We ask that Easton Park not be utilised during construction in any way should Stage 3 proceed (or in connection to construction of the Second Harbour Tunnel should that proceed).**

The EIS identifies Easton Park as one area where high to moderate visual impact is expected. **Planting and retention of mature trees to reduce sightlines must take place.**

Impact of increased traffic (further exacerbated by proposed Western Harbour Tunnel and Beaches Link )

This area is currently bordered by Victoria Road on the eastern side and by the Western Distributor and James Craig Road on the south side. It is thus already subject to some of the heaviest traffic flows in Sydney.

The resulting significant increases in traffic on Victoria Road, The Crescent, the eastern section of City West Link and Johnson Road should this proceed will seriously impact our community, and lead to increased and dangerous rat-running through what are currently quiet, suburban streets.

The EIS relies upon baseline investigations done for Stage 1 and Stage 2 – information which is now out of date, and probably irrelevant given the built environment around the Haberfield and St Peter's interchanges has changed completely with the construction of the M4 East and new M5.

As the IWC is the government authority who:

- has the local knowledge of how current traffic management systems work in the Inner West are, and
- will be the one responsible at the end of the M4-M5 Link project to manage those systems, including any positive or negative impacts thereon,

we request that:



- the RMS and other relevant agencies commit to actively working with IWC to identify and protect local streets that may be affected by WestConnex traffic, and
- that the RMS provide funding for the implementation of traffic calming works to protect these streets.

To ignore the contribution that the IWC could make would be detrimental to the outcomes that the project is in fact trying to achieve.

### **Tunnels**

**We request that all tunnels be kept as deep as possible to reduce any noise, vibration and settlement impacts on residential and commercial properties and their occupants, both during construction and once in operation.**

**Prior to any determination, a further assessment of vibration impacts on people and buildings in locations where WestConnex tunnels are shallow must be conducted.**

### **Remediation of the Rozelle Rail Yards**

This site is one of the most toxic sites in Sydney and possibly in Australia. The legacy of its use as an abattoir and railway yard mean significant contamination exists. As the REF identifies, this contamination includes:

- Asbestos
- Acid Sulfate Soils
- Polycyclic Aromatic Hydrocarbons
- Lead
- Arsenic
- Total Petroleum Hydrocarbons
- Benzene
- Zinc

In addition to the very real risk of contamination of groundwater and waterways, given the history of the site, there is also a very real risk of extensive asbestos (as SMC has identified) as well as other air borne contaminants.

This is not a “normal” remediation. The Rozelle Rail Yards, given the legacy issues, and its proximity to homes, needs to be treated differently. Standard remediation measures are not sufficient.

- **The Rozelle Rail Yards recreation area needs to be delivered to Council at no cost, with all landscaping, paths and facilities constructed by the**





**proponent in line with final designs which have been through comprehensive consultation.**

### **Monitoring**

As with all construction sites and processes, the proposed remediation works for the Rozelle Rail Yards will produce consequential dust impacts on the local community and in particular on local community residences and activities. This may be due to the type of work to be carried out on site or may well be exacerbated by weather conditions.

- **We request the appointment of an independent, appropriately-specialised monitor to ensure the engaged contractor complies with best practice. The monitor should have unfettered access to the site and contractor's vehicles and machinery to ensure compliance.**
- **We expect IWC officers to have access at all times to the site to independently ensure compliance.**

### **Dust**

Our understanding is that during any construction works, dust is not allowed to leave the boundaries of the site. It would therefore be appropriate that a real-time dust monitoring system be required as part of the licencing requirements for the works. Such a system would include the appropriate trigger levels established at the boundaries of the site, alerts and daily reporting requirements by the contractor. At a minimum, daily reporting will be made both to the EPA and the IWC to independently ensure compliance.

In an attempt to minimise those dust impacts, we believe a set of procedures for the works are required to assist residents to minimise the impact of dust in their homes and lives. The development and further refinement of such a procedure will also have application during the proposed M4-M5 Link works and construction of the Iron Cove Link.

It is proposed that a set of procedures be developed in conjunction with SMC and the Inner West Council WestConnex Advisory Group on behalf of the local community.

The procedures will address at least the following concepts:

1. The implementation of a notification system whereby SMC is able to communicate in a timely manner with the local community and the Inner West Council utilising either mobile phone numbers or



appropriate alternatives, being those numbers that the relevant local resident has agreed to receive the notification via.

2. SMC must give prior notification to the local community where it is reasonable to expect:
  - a. the following day's construction activities on site; and/or
  - b. the weather conditions forecast may produce conditions where dust is likely to escape from the site, "the expected dust activity". The notification must be given by close of business of the day prior to the expected dust activity. Where a dust activity was not envisaged, then SMC must send that notification as soon as practicable after it has become aware that one is likely.
3. The notification must include:
  - a. the time when the expected dust activity is to occur;
  - b. the period of time it is expected to continue;
  - c. the direction SMC expects the dust to leave the site and travel in; and
  - d. such other relevant information to allow residents to reduce any negative impacts due to the expected dust activity.

### **Noise and Vibration Impacts from Construction.**

Rozelle is the community which will be most impacted by noise during construction according to the EIS, with many residents highly affected.

**We request that any licence granted by the Department of Planning not reflect the standards of those issued for the Westconnex Stage 1 and 2 works. Any license issued must:**

- **be of a standard that significantly reduces noise and vibration impacts from that of Stages 1 and 2, and**
- **not allow the RMS to be able to undermine or circumvent compliance by the contractor with out of hours work directions**
- **ensure the provision of the highest grade acoustic sheds on entrance and exits as well as the spoil handling areas and any other amelioration measures which would lessen the impact on residents.**

Regular respite periods must be observed which are of sufficient length and which are not impacted by the operation of other utilities. We note the Government's and SMC's commitment to learn from the mistakes of Stages 1 and 2 – this is a critical area to demonstrate that.





### **Night Lighting Impacts during Construction**

**We request that any licence issued by the Department of Planning address the impact of night lighting during construction. Any residences which will be impacted from moderate to high level lighting must be provided with an appropriate solution to ensure they are impacted only at a low level.**

### **Inadequate pedestrian access to the Rozelle Interchange Park and across Victoria Road and the City West Link.**

We understand that the pedestrian and bicycle bridge which currently spans Victoria Road and the pedestrian and bicycle bridge over the City West Link to Glebe will be removed along with the traffic lights currently linking Victoria Road to the Western Distributor. These are heavily used by pedestrians accessing buses into the city, cyclists into the city and to Glebe and beyond.

There are currently 2 bus stops city-bound servicing these lower parts of Rozelle as well as 2 bus stops westbound on Victoria Road. The loss of these bus-stops will have a significant impact on our community.

The loss of pedestrian access to the Anzac Bridge pedestrian path will have a similar deleterious impact.

**Greater pedestrian and cyclist access across Victoria Road, the City West Link and into the Rozelle Interchange Park is required. Existing bus stops should be retained to promote greater use of Public Transport and to ensure that residents and businesses in the lower part of Rozelle and Balmain have access to public transport.**

### **Restriction of Public transport options for White Bay/Balmain light rail and Western Metro rail**

The existing light rail corridor must be retained.

### **Use of Rozelle Rail Yards as the main construction site for the M4-M5 Link**

Should Stage 3 proceed, we note your commitment to using the Rozelle Rail Yards as the main construction site. The defined construction activities including launching the tunneling machines, stockpiling and removal of extracted material, workforce car parking, offices and amenities as well as infrastructure required to support the construction of the tunnels such as sedimentation ponds.



**All heavy construction traffic should be confined to the City West Link – residential streets are not an option.**

#### **Truck Marshalling Yard and Management of Construction Vehicles.**

We welcome the establishment of a Heavy Vehicle Marshalling Yard at White Bay to ensure the traffic issues seen in the Stage 1 works at Haberfield are not repeated during the M4-M5 Link project. However, we believe that further work is required by the Inner West Council to ensure that any opportunities for “loopholes” in the surrounding residential streets are addressed and closed. **We request that SMC work in conjunction with the IWC to ensure a complete traffic management system is developed, managed and enforced. This may include the contribution by SMC of the necessary funding to provide enforcement resourcing for IWC.**

**In regards to the egress or ingress of light vehicles between construction sites and residential roads, we request that the number of vehicles be staggered so no adverse impact is made to the traffic flow on local streets.**

#### **Minimising the impact of construction**

The two-stage construction of Stage 3 must not increase or extend construction or operational impacts on our community. As per the EIS, Rozelle and Iron Cove works would commence in late 2018 but not be completed until the second half of 2023.

We note the intent to:

- Locate temporary buildings and structures so they provide a noise mitigation between the work sites and neighbouring areas
- Ensure temporary buildings and structures don't overshadow neighbouring properties
- Locate and design lighting to minimise light spilling from work sites
- Locate excavated material away from property boundaries
- Locate vehicle access points away from residences and minimise the need for trucks to be in residential areas.

**We request that this be the default position given the many years of construction our community faces. Additionally, trucks should be prevented from idling in residential streets and that workers are required to park in a designated parking area. This area should be one which does not absorb existing, rare on-street residential parking.**

**Where residences are in close proximity to construction, additional mitigation measures should be implemented such as installation of triple glazed windows.**





**It is imperative that lessons learned result in appropriate design changes, stronger conditions of approval, improved management regimes and a more generous and considerate attitude toward affected residents for Stage 3. It is also important to note that mitigation measures should not bring benefits to some residents at the expense of others.**

### **Impact on Haberfield**

Stage 3 construction sites at or near the existing Stage 1 construction sites at Haberfield raise particular concerns as Haberfield residents have already endured significant impacts from the construction of Stage 1 without respite throughout 2016-2017. These residents will now experience an additional three or more years of impacts.

Haberfield residents have already been subject to considerable impacts from Stage 1, and extending the construction for a further three years raises serious health concerns. **It is thus imperative that if Stage 3 proceeds, DP&E, EPA and NSW Health must investigate all construction-related health issues and work collaboratively to ensure they are addressed in the EIS and that strong, comprehensive conditions of approval are drafted to minimise construction impacts across the project.**

### **Landscaping**

**In committing to the landscaping works envisaged in the Concept Design and EIS we believe that an appropriate body, such as the Sydney Harbour Foreshore Authority should have overarching responsibility for the funding of ongoing management and maintenance of the completed works at the Rozelle Rail Yards.**

**Day to day maintenance of the site should be the responsibility of IWC. The Rozelle Rail Yards recreation area must be delivered to Council for its ownership at no cost, and all landscaping, paths and facilities to be constructed by the NSW Government according to final designs. It is also expected that maintenance funding would be provided for an initial period and Council and the community will be closely involved in the development of a plan of management for this important site.**

**All residual lands should be delivered at zero cost to IWC unburdened by contamination or any immediate need for maintenance. All landscaping, paths and other community infrastructure should be delivered to Council fully constructed and all buildings (if any) renovated before handover.**



Handover of residual lands should be in accordance with relevant conditions of approval that have been drafted in consultation with Council and affected communities. Further, the NSW Government should establish a fund that can be used by Council to maintain residual lands/facilities for an initial period.

We welcome the establishment of a Community Reference Group to work with SMC to determine the landscaping works for the Rozelle, Lilyfield and Annandale construction sites. As much as there are a variety of potential landscaping solutions for these sites, we believe that SMC should capitalise on opportunities to obtain and preserve mature plantings of trees at risk from other infrastructure works in the Greater Sydney area. Those plantings would need to be compatible with those in the current area, such as those around Easton Park. Where practicable, we would also expect that any existing mature trees on any construction site will be left in situ and maintained during the project. In regards to the proposed Western Harbour Tunnel and Beaches Link (WHT) connections construction area, shown in Figure 13.21 of the EIS, should the works for the WHT not have been approved by the relevant authority 6 months prior to the completion of the M4-M5 Link works, then the landscaping work for that area denoted as area 2 in Figure 13.21 will be completed along with the landscaping work for the Rozelle Rail Yards.

#### **Ensuring respite from construction including through the Coordination of Utilities so as to maximise “no work” periods for residents**

We note the construction hours for surface work will be:

- Monday to Friday 7am to 6pm
- Saturday 8am to 1pm
- No work on Sundays or public holidays.

We note the additional caveat in the Concept Design that “while most of the surface construction work would be carried out during standard construction hours, some activities would need to be undertaken at night to effectively manage public and construction worker safety, design and quality considerations, and the duration of construction and any associated amenity impacts on the local community.

**Given the many years of construction that our community will be subjected to, we request SMC and its subcontractors commit to working inside the standard construction hours with the “caveat” hours only being used in extreme circumstances rather than as a regular event.**

**Given the dreadful impact of round the clock construction on residents impacted by Stage 1 and Stage 2 construction as a result of work by SMC and other**





**Government utilities, we ask that the State Government deliver on its commitment to learn from the lessons of the past and ensure construction and construction-related work is coordinated so that residents have the chance to sleep.**

**We request the establishment of a Construction Complaint hotline, operating 24 hours a day, 7 days a week with appropriate compliance and response funding so that breaches and concerns can be reported and acted on immediately.**

### **Co-ordination of project-related utilities work**

Experience with Stages 1 and 2 has shown that cumulative construction and utilities works have been a major issue for residents. These have arisen primarily from a vast range of utility relocation works necessitated by WestConnex being undertaken at the same time as project works, or during periods when residents might otherwise enjoy respite. Whilst project works are 'contestable' in that they must comply with the project's conditions of approval, the utilities works are 'non-contestable' as they are formally not part of the project.

**A utilities manager should be employed, adequately resourced and provided with enforcement powers, to co-ordinate project and utilities works so that cumulative construction impacts on residents around worksites are minimised.**

**Prior to any determination, DP&E and EPA must improve, strengthen and simplify procedures between the two agencies applying to monitoring and complaints about core (contestable) project works and associated (non-contestable) utilities works. Information on improved complaints procedures to be disseminated by DP&E, EPA and the project's utilities manager.**

**More resources also need to be allocated to compliance monitoring. This includes independent regulators which have the capacity and authority to intervene, supervise and prosecute when necessary.**

### **Conditions of Approval must reflect those of Sydney Metro (rail) project**

**Any conditions of approval must include a requirement for no construction work (including spoil removal) to be permitted out-of-hours, with a night-time curfew imposed on all work from 11pm until 6am. Further, that the more up-to-date conditions and licensing terms applied to the Sydney Metro (rail) project should be applied to Stage 3, should it proceed, and retrospectively applied to Stages 1 and 2.**

**Additionally, any conditions of approval must include a requirement that RMS road occupations be allowed from 7pm onward to assist with implementation of the night-work curfew.**

### Cumulative noise impact assessment

A further cumulative impact issue has been overlapping of noise envelopes from project works from several construction areas – a particular issue for some Haberfield residents located between several of the project work sites. It would appear the conditions of approval have considered the impacts of each work site in isolation without considering how noise, vibration and other impacts might add together to become intolerable. For Stage 3, this is an important issue for the Rozelle/Lilyfield/Annandale construction sites due to the number of construction sites and construction activities underway simultaneously within one area.

**An assessment must be undertaken of Stage 1 and 2 cumulative noise impacts from overlapping noise envelopes, to guide relevant construction management plans for Stage 3.**

### Management of Excavated Material

We note the intent to reuse or recycle at least 95% of uncontaminated excavated material.

**Excavated material that cannot be used on site and which is required to be taken by haulage to offsite facilities should be removed via White Bay and non-residential roads.**

### The creation of up to 10 hectares of new public open space in the Rozelle Rail Yards

We note the commitment to locate the new Rozelle Interchange almost completely underground and up to 65 metres below the surface.

We note your stated key principles of:

- Improving connections between Rozelle/Lilyfield and Annandale, to open space and to the Harbor
- Creating opportunities for new open space or community facilities
- Achieving better environmental outcomes, particularly in terms of water management

**The open space link between Bicentennial Park and Easton Park must be maximized given the important nature of this green lung for our community.**





**Appropriate budget must be provided for the greening and maintenance of this site by State Government.**

**This site should include appropriate walkways and cycleways, sporting fields, a skate park, and community gardens.**

**Appropriate security measures should also be implemented to optimise security of park users, including children.**

### **Groundwater and Settlement Relevant Criteria**

We note that the potential impacts from groundwater withdrawal induced settlement on properties has not been modelled in the EIS. In determining the predicted settlement criteria for a property we request that these potential impacts must be taken into account in the modelling to ensure that the relevant criteria for settlement is not exceeded.

We also request that SMC be made responsible for the development and implementation of a construction settlement monitoring program.

#### **Settlement Relevant Criteria.**

In Table 12.4 of the EIS, the relevant settlement criteria is set out for low/non-sensitive properties and high/sensitive properties. Our understanding is that should a property sustain damage due to settlement within the relevant criteria, all damage due to that settlement will be remedied. Our concern is the extent of settlement that is being allowed to occur.

Having spoken with building specialists, no building with settlement of 30mm will be able to be refurbished to its pre-existing condition. This is also the case for sensitive properties where a 20mm settlement criteria is being proposed.

**We request that the settlement relevant criteria be reduced to 15mm in the case of low/non-sensitive properties and 10mm for high/sensitive properties. This will ensure that the contractor will apply the appropriate level of pre-planning and proactive management to minimise settlement damage to properties.**

### **Detailed process for repair of damage to homes**

Given the fragmented construction process for Stage 2, and the potential for multiple parties to be responsible for damage to homes (and for disputes as to which



body is responsible), a formal remediation process must be in place to streamline the process for residents and ensure damage is fixed within a reasonable time frame

### **Darley Road Construction Site**

The EIS lacks detail about what is proposed for the Darley Road Construction Site or how the severe impacts of the proposal would be mitigated if it were to go ahead. On this basis, it should be rejected on the grounds that it exposes the community to unacceptable danger.

Darley Road is incapable of accommodating the proposed traffic movements without jeopardizing the current road network. Darley Road is a critical access road for our community to access and cross the City West Link and is heavily congested at peak hours. The addition of hundreds of trucks and contractor vehicles will result in traffic chaos at a critical junction of the Inner-West's and Sydney's traffic network. The proposed movement of 170 heavy and light vehicles a day endangers the safety and lives of pedestrians accessing the North Leichhardt light rail stop; cyclists accessing the Darley Road bicycle route and the many school children who cross here to walk to Orange Grove Public School and Leichhardt Secondary College.

**7 Darley Street Leichhardt must be rejected as a Stage 3 construction site as it raises many issues, including traffic safety, noise and dust impacts. A detailed road safety audit is required which must include examination of traffic volumes and crashes, and an audit of traffic safety risks.**

### **Signage**

The erection of large standard directional signs and variable message signs in compliance with RMS standards is completely unsuitable for residential locations.

**Any conditions of approval must include measures to minimise visual impacts of roadside directional signs and variable message signs associated with the project.**

### **The Acquisition process**

The compulsory acquisition of homes and businesses throughout this process has been atrocious. The EIS states that the number of properties to be acquired during Stage 3 comprises 26 residential properties together with 24 commercial or industrial zoned properties and one mixed use property, containing 48 businesses.

Numerous difficulties experienced by residents who were served with property acquisition notices have exposed cumulative negative experiences ranging from



under-valuation of homes to dislocation of community life. Many households reported that they were severely disadvantaged by the acquisition process and, as a result, moved away from their local communities and support networks. This exodus also represented a major loss to the communities concerned.

**The compulsory and voluntary acquisition processes of properties needs significant improvement.**

## CONCLUSION

We appreciate the opportunity to make a submission. We strongly oppose this project, especially given the alternatives that exist, including public transport, and the alternative design proposed by Inner West Council.

We are concerned that the “consultation” process is a shame given the design provided in the EIS is not final, given the constricted EIS display timeframe, and given the extremely short period of time between receipt of comments on the concept design and the release of the EIS. We demand the opportunity to be consulted on the final process given the devastating impact this will have on our community.

We are deeply concerned that the WestConnex project fails to deliver the Government’s stated outcomes and fear for our community, given the dreadful precedents set in Stages 1 and 2 from the heartless compulsory acquisition process, the failure to provide genuine respite for residents, the lack of empathy for residents in the path of this massive project, and the paucity of modeling on which the EIS is based.

Should you have any questions or wish to contact us, we are available on [WestProtectsRozelle@yahoo.com](mailto:WestProtectsRozelle@yahoo.com)



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 12:37:25 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for company Labour History Sydney (org\_object)  
**Attachments:** 227836\_Labour History Industrial Heritage submission EIS WCX  
 Stage3\_2017Oct15\_2303.pdf

**From:** system@acelo.com On Behalf Of Rosemary Webb  
**Sent:** Sunday, 15 October 2017 11:04:17 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details for company Labour History Sydney (org\_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Rosemary Webb

[REDACTED]

[REDACTED]

Newtown, NSW  
2042

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

This submission of objection from Labour History Sydney addresses the adverse implications of Westconnex for Sydney's industrial heritage, emerging from the M4-M5 Link Environmental Impact Statement, Stage 3 of the project.

Our objections are set out in the attached pdf document.

[REDACTED]  
 Submission: Online Submission from company Labour History Sydney (org\_object)  
[https://majorprojects.acelo.com/?action=view\\_activity&id=227836](https://majorprojects.acelo.com/?action=view_activity&id=227836)

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

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



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

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This submission of objection from Labour History Sydney addresses the adverse implications of Westconnex for Sydney's industrial heritage, emerging from the M4-M5 Link Environmental Impact Statement, Stage 3 of the project.

Westconnex Stages 1 and 2 have already resulted in the demolition or erosion of much of Sydney's industrial history/ heritage. The City of Sydney submission of January 2016 identified and raised concerns over a number of industrial sites: some heritage-listed and several now gone – including the old Ruddings Bond Store on Campbell Road. The Sydney Motorway Corporation (SMC) clearly either does not recognise or does not value this class of heritage. We submit that the heritage value of industrial buildings and precincts, including factories and workshops, is as integral to the character of the City as are buildings more conventionally understood as offering 'beauty' and elegance in heritage. 'Heritage' helps us understand and interpret the past and provide urban integrity and context for the city. To destroy this for roads and work sites is a breach of public trust and obligation. As has been said elsewhere, Westconnex is a 1950s transport 'solution', utterly inappropriate to Sydney as a 21st century World City.

In this submission, our immediate concern is the Pyrmont Bridge Road mid-tunnel site, and in particular Bignell Lane. Regarding non-Aboriginal heritage and history, and as historical newspapers show (for example, see the National Library's Trove site at <http://trove.nla.gov.au/newspaper/article/71336597/5323926>) Camperdown is an old settlement and a once intensively industrial area of Sydney, with factories and tile works. Settlement is confirmed by the early presence of the still existing Camperdown School on Parramatta Road. Many of those factories have now been demolished, or more lately converted into apartments. Bignell Lane is therefore highly significant in that it offers an intact precinct of early 20th century warehouses and works buildings. We note that neither Chapter 20 of the EIS (Non-Aboriginal Heritage) nor Chapter 21 (Aboriginal Heritage) address Industrial Heritage issues; accordingly the heritage built environment of Bignell Lane and surrounds seems to be dismissed as of no consequence. We object to this shortfall in heritage considerations and ask that it be redressed.

Further, street frontages in the immediate area still offer a sound historical context for people living and working in Camperdown. This context should be maintained and conserved. A close reading of the EIS makes it very apparent that the precinct will either be compromised or demolished as a result of the mid-tunnel works. We object to this likely outcome, and to associated demolition plans for the Camperdown site and surrounds stated or implied in the EIS.

Sadly, the destruction of Haberfield as a heritage-listed suburb demonstrated the failure of the SMC and Government to respect, or even to comprehend, the essential social, historical and architectural importance of heritage. We do hope, following the public outcry over the vandalism in Haberfield, that the SMC and Government have taken on board that identified and potential heritage-listings must be conserved in any so-called 'urban renewal' or roads remodelling.

In total, we object to the absence of industrial heritage guidelines and concerns in Westconnex parameters. We regret the destruction which has taken place in implementation to date. We seek precise answers to a) what 'existing structures



including buildings' will be demolished and b) the exact nature of the 'permanent realignment' of Bignell Lane.

We ask that our submission be taken into account in the changes which must be made to the current plans. As a next step to this round of EIS Stage 3 submissions, we request an urgent meeting with the relevant parties to present our expert view on the issues.

We urge the Secretary of NSW Planning to advise the Minister to reject this EIS, to publish our name and submission in accordance with the undertaking on your website, to note each of our observations on process to date as objections to process and outcome, and to provide a written response to each of our objections.

Yours sincerely,

Dr Rosemary Webb (President), Ms Danny Blackman (Secretary), Professor Lucy Taksa (member, former President), for Labour History Sydney (Sydney Branch, Australian Society for the Study of Labour History);  
email <sydneybranch.asslh@gmail.com>  
PO Box 1027, Newtown NSW 2042

15 October 2017

**From:** Rosemary Webb <campaigns@good.do>  
**Sent:** Monday, 16 October 2017 8:31 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.**

(\*Copy of document lodged with the Dept of Planning and Environment for Labour History Sydney)

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Westconnex Stages 1 and 2 have already resulted in the demolition or erosion of much of Sydney's industrial history/heritage. The City of Sydney submission of January 2016 identified and raised concerns over a number of industrial sites: some heritage-listed and several now gone – including the old Ruddings Bond Store on Campbell Road. The Sydney Motorway Corporation (SMC) clearly either does not recognise or does not value this class of heritage. We submit that the heritage value of industrial buildings and precincts, including factories and workshops, is as integral to the character of the City as are buildings more conventionally understood as offering 'beauty' and elegance in heritage. 'Heritage' helps us understand and interpret the past and provide urban integrity and context for the city. To destroy this for roads and work sites is a breach of public trust and obligation. As has been said elsewhere, Westconnex is a 1950s transport 'solution', utterly

inappropriate to Sydney as a 21st century World City.

In this submission, our immediate concern is the Pyrmont Bridge Road mid-tunnel site, and in particular Bignell Lane. Regarding non-Aboriginal heritage and history, and as historical newspapers show (for example, see the National Library's Trove site at <http://trove.nla.gov.au/newspaper/article/71336597/5323926>) Camperdown is an old settlement and a once intensively industrial area of Sydney, with factories and tile works. Settlement is confirmed by the early presence of the still existing Camperdown School on Parramatta Road. Many of those factories have now been demolished, or more lately converted into apartments. Bignell Lane is therefore highly significant in that it offers an intact precinct of early 20th century warehouses and works buildings. We note that neither Chapter 20 of the EIS (Non-Aboriginal Heritage) nor Chapter 21 (Aboriginal Heritage) address Industrial Heritage issues; accordingly the heritage built environment of Bignell Lane and surrounds seems to be

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Sadly, the destruction of Haberfield as a heritage-listed suburb demonstrated the failure of the SMC and Government to respect, or even to comprehend, the essential social, historical and architectural importance of heritage. We do hope, following the public outcry over the vandalism in Haberfield, that the SMC and Government have taken on board that identified and potential heritage-listings must be conserved in any so-called 'urban renewal' or roads remodelling.

In total, we object to the absence of industrial heritage guidelines and concerns in Westconnex parameters. We regret the destruction which has taken place in implementation to date. We seek precise answers to a) what 'existing

structures including buildings' will be demolished and b) the exact nature of the 'permanent realignment' of Bignell Lane.

We ask that our submission be taken into account in the changes which must be made to the current plans. As a next step to this round of EIS Stage 3 submissions, we request an urgent meeting with the relevant parties to present our expert view on the issues.

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Yours sincerely,

Dr Rosemary Webb (President), Ms Danny Blackman (Secretary), Professor Lucy Taksa (member, former President), for Labour History Sydney (Sydney Branch, Australian Society for the Study of Labour History); email PO Box 1027, Newtown NSW 2042

15 October 2017

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

Please reply to Rosemary Webb at [sydneybranch.asslh@gmail.com](mailto:sydneybranch.asslh@gmail.com).

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



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 12:44:28 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Ronald Brown (object)  
**Attachments:** 227822\_WESTCONNEX SUBMISSION\_2017Oct15\_2240.pdf

**From:** system@accelo.com On Behalf Of Ronald Brown  
**Sent:** Sunday, 15 October 2017 10:41:10 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Ronald Brown (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Ronald Brown  
[REDACTED]  
[REDACTED]  
[REDACTED]

Balmain, NSW  
2041

Content:  
See uploaded version in PDF format attached

[REDACTED]  
Submission: Online Submission from Ronald Brown (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227822](https://majorprojects.accelo.com/?action=view_activity&id=227822)

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

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

## WESTCONNEX SUBMISSION

This submission objects to the project titled WESTCONNEX for the following reasons:

- The government's own figures show that WestConnex will make traffic worse on many of the roads it is supposed to fix.
- The WestConnex Project duplicates failed roads that have already been imposed on the public like the M4 and M5 East. These roads were supposed to be the solution to congested traffic, instead they have made traffic worse.
- Motorways like WestConnex cause huge problems; air pollution, public health impacts, climate change, community and environmental destruction.
- Negative findings by both Federal and State government audits of project to date
- Escalating costs from 10.5 billion to 16.5 billion current and likely to continue to increase.
- Original justification for the project to connect to Port Botany and Mascot Airport in the east has been deleted from the current scope of works.
- Misleading traffic projections by AECOM have been responsible for the EIS for stages 1,2 and 3 causing further costs and delays to the project.
- Transport for NSW documents clearly show that the NSW government is deliberately ignoring public transport options and solutions in preference for toll roads, which will be run and owned by a private consortium.
- Decisions to date have ignored an urgent need to take action which limits air pollution from vehicle exhaust emissions. This will impact on the surrounding neighbourhoods, Greater Sydney and contribute to adverse climate change.
- Previous traffic and planning studies, (Kyeemagh-Chullora Road enquiry 1980.) concluded that containers from Port Botany should be transported by rail not road. This enquiry had considerable impact over several decades in stopping toll roads from going ahead. Why were these recommendations suddenly ignored?

In conclusion there is so much more we could do with \$16.8 billion rather than wasting it on WestConnex. We could invest in better public transport systems, schools and health care which would create more long term and sustainable employment in Sydney and across NSW. The decision to proceed with WestConnex, a project having far reaching impacts but little popular support from the community needs to be transparent and clearly to act in the public interest. We therefore demand that a Royal Commission with broad powers of investigation at Federal and State level be commenced as soon as possible.

Yours sincerely

Ronald Brown

**I submit my strongest objections to the M4-M5 Link proposals as contained in the EIS application # SSI 7485, and request the Minister to reject the application and require SMC / RMS to issue a true, not an 'indicative' and fundamentally flawed EIS**

Name: RONALD BROWN

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: 26 BEATTIE ST.

Suburb: BALMAIN Postcode: 2041

Submission to:

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

Attn: Director - Transport  
Assessments

Application Number: SSI 7485

Application Name:  
WestConnex M4-M5 Link

1. 2 G Appendix P Table 5-27 of the EIS states that 43% of the Leichhardt- Glebe Precinct travel to work by Car, 21% by Bus and 5% by Rail. These are figures for 2011. These figures are being used to promote the project and suggest they are accurate today. In the case of Rail these figures are extremely questionable. The Light Rail is now hugely popular, it's use having grown enormously. It is travelling at full capacity at Peak hours. More services are being put in place. Apartment blocks are being built as close to the Light Rail corridor as possible. Residents see the Light Rail as an efficient, reliable and timely method of commuting to work. It is blatantly obvious that the Govt should be investing heavily in building and extending Light Rail, Metro and Rail. If this were pursued in a professional manner the necessity for trying to hoodwink the community into believing that Westconnex were needed would be totally unnecessary.
2. The EIS identifies a risk to children from construction traffic at Haberfield School. I find such risks unacceptable and am not satisfied with a promise of a Plan to which the public is excluding from viewing or providing feedback until it is published.
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 150 vehicles will need to park in nearby local streets which are already over-subscribed during weekdays by commuters taking the light rail.
4. There will be increases of noise in the area of Johnston St where traffic volumes will increase. Residents will be more susceptible to health impacts associated with increased noise. In the EIS it is stated that residents may have to keep their windows closed. They may well experience sleep disturbance and interference of living activities like eating outdoors. However the EIS considers this to be only moderately negative. This is not acceptable.
5. I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.
6. For example, the AECOM EIS for the New M5 failed to deal with how the massively contaminated land fill at Alexandria would be managed during construction. After months of sickening odours, the NSW EPA admits that despite fining SMC and requiring contractors to take measures to control odours, they have not stopped. It acknowledges that it does not have the power to stop work until WestConnex contractors comply with environmental regulations.
7. 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.

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

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



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

Name: RONALD BROWN

Signature: 

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Address: 26 BEATTIE ST

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Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- ❖ The 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.
- ❖ 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.
- ❖ 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.
- ❖ Noise impacts - Camperdown The EIS indicates that a large number of residents will be affected by construction noise caused by demolition and pavement and infrastructure works. This includes use of a rock breaker and concrete saw. During all periods of construction, there will be noise impacts from construction of site car parking and deliveries and pavement and infrastructure works. No proper mitigation measures are proposed to protect residents from these impacts (10-118, EIS) The EIS admits that three residents and two businesses will be subject to noise impacts above acceptable levels for 16 days (10-119, EIS) No detail is provided as to whether alternative accommodation will be offered or other compensation.

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

Name: RONALD BROWN

Signature: [Signature]

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Address: 26 BEATTIE ST

Suburb: BALMAIN Postcode: 2041

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

1. The EIS states that after the M4-M5 opens, that traffic on Darley Road will increase by 4%. There is no benefit in the overall project for residents. During construction westbound traffic will increase on Darley Road by 37%. This increase in traffic for a period of up to five years will make it hazardous to cross the road and access the light rail and travel to Blackmore oval, the bat run, the dog park and the Leichhardt pool. In addition, it will drastically increase both local traffic and outer area traffic at peak commute times. We therefore object to the location of this site based on the unacceptable traffic impacts it will have on road users and on residents.
2. I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks. The government needs to urgently review its policy of support for unfiltered stacks.
3. 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.
4. Unfiltered stacks anywhere in Sydney are not unacceptable. There must be a review of the NSW government's unacceptable policy on this issue. I am appalled that the ex Minister for Planning Rob Stokes who approved the New M5 and unfiltered stacks in St Peters and Haberfield would declare that he would not have them in his own area. How can residents have any trust in a process that is underpinned by such hypocrisy.
5. Targets for renewable energy and carbon offsets are not aligned with NSW government policy. (Table 22-8)
6. The operational Green House Gas (GHG) assessment is based on the WestConnex Road Traffic Model version 2.3 (WRTM v2.3). This model has major flaws and the unreliable outputs of the model put into question the GHG assessment.

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

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

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

Name: RONALD BROWN

Signature: [Signature]

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

Address: 26 BEATTIE ST

Suburb: BALMAIN Postcode: 2041

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

1. One toll road leads to another 3 being proposed.  
 The EIS's for the M4 East and the New M5 argued the case that serious congestion created near interchanges would be solved once the M4/M5 was built. Now it seems this is not the case and more roads will be needed to relieve the congestion – WHERE DOES THIS END? According to the M4/M5 EIS the real benefits will depend on building the Western Harbour Tunnel, the Airport Link and a tollway heading South. None of these projects have been planned, let alone approved but yet are part of addressing the congestion impacts acknowledged for the M4/M5link project. Given this how is it possible to know or address the impacts of the M4/M5 Link, unless this is just yet more justification for yet more roads?
2. Research about roads clearly demonstrates that roads create congestion. The WestConnex project is no different and the EIS clearly indicates that this is an impact of the M4/M5 and the consequent roads that will follow. WHERE WILL THIS END AS THE m4/m5 Link EIS itself indicates the RMS is already hard at work considering how to solve these problems – of congestion caused by roads.
3. Vegetation: Leichhardt. The mature trees on the Darley Road site should be preserved. If any trees are removed during construction it should be a condition of approval that they are replaced with mature trees.
4. The Inner City Regional Bike Network has not been included among projects assessed under Cumulative Impacts. It is identified by Infrastructure Australia as a Priority Initiative and should be included.
5. Visual amenity - Pyrmont Bridge Road site - The EIS acknowledges that visual impacts will occur during construction. However it does not propose to address these negative impacts in the design of the project. This is unacceptable and the EIS needs to propose walls, plant and perimeter treatments and other measures at appropriate locations to lessen the impact on visual amenity. (Executive Summary xviii)
6. Increased traffic cannot be accommodated in Central Sydney. It will further impede pedestrian movement and comfort and undermine easy access to public transport and reduce access to jobs over large areas of the city. It will undermine the attractiveness of Central Sydney to internationally competitive high productivity firms and their potential employees. Overall productivity is adversely affected.
7. In view of the above no tunnelling less than 35m in depth from the surface to the crown of a tunnel (ie the top) under residences should be contemplated let alone undertaken. And of course no tunnelling should be undertaken under sensitive sites.
8. Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?

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



**Attention Director**

Application Number: SSI 7485

Infrastructure Projects, Planning  
Services,  
Department of Planning and  
Environment

GPO Box 39, Sydney, NSW, 2001

Application Name:

WestConnex M4-M5 Link

Name:

RONALD BROWN

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:

26 BEATTIE ST.

Suburb:

BALMAIN

Postcode

2041

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

1. Along with the widening of the Crescent at Annandale the White's Creek bridge is to be rebuilt. This will mean that the road in this area will be reduced in width as first one side of the bridge is rebuilt followed by the other. Added to the additional volume of trucks from the Rozelle Rail Yards, the Crescent Civil site and the Camperdown site this is going to lead to massive congestion on Johnston St and all along the Crescent towards Ross St and make it virtually impossible for residents to exit and return to their local area. It is most likely that the commercial sectors of the Tramsheds development will be badly affected.
2. The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
3. The Inner West Greenway was considered but not assessed as a cumulative impact. One of the claimed project benefits of the proposal is improved east/west crossings of Parramatta Rd for pedestrians/bikes and the Greenway would achieve this and should be assessed and provided as part of the project. The Greenway was part of inner west LR project before it was deferred in 2011 and Inner West Council has done extensive work on it.
4. Human health risk (Executive Summary xvi) – The EIS states that there may be a 'small increase in pollutant concentrations' near surface roads. The EIS states that potential health impacts associated with changes in air quality (specifically nitrogen dioxide and particulates) within the local community have been assessed and are considered to be 'acceptable.' We disagree that the impacts on human health are acceptable and object to the project in its entirety because of these impacts.
5. At the western end of Bignell Lane near Pymont Bridge Road existing flood depth was identified up to one metre in the 100 year ARI. The NSW Government Floodplain Development Manual (2005) identifies this location as a high flood hazard area.
6. The EIS states the Inner West Interchange would be under 3 suburbs – Lilyfield, Annandale and Leichhardt – so clearly it would cover a very extensive area (see map in EIS Vol 1A Chap 5 Part 1 p11) with drilling and danger of subsidence affecting hundreds of homes.
7. The modelling has thousands of unreleased cars at key locations; i.e. in reality those unreleased vehicles would result in vehicle queues and or network failure.

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

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

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Sunday, 15 October 2017 9:45:11 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:

Unfortunately had to move out of Sydney because of housing affordability and now I commute to Sydney by train for work, as most people do. In my field of work I have read the evidence stacked against road capacity expansion projects and have written policies for local governments overseas to comply with best practices in transport, land use and environmental planning. This evidence and best practice applies to Australia as well, in fact significant transport research originated here. Despite no less than 6 decades of evidence, the WestConnex project is being pushed by irresponsibility and greed. It is impossible for this project to be justified technically, environmentally, economically, socially or morally even with a dauntingly long and complex 7,000 page EIS.

I will not point out the utter failures of the case being presented, as I know many others have invested much time and effort to go into such well-informed detail. I will keep my submission short and frank, the project is absolute shameful negligent fraud. The billions of dollars slated to be spent on this embarrassing 21 century debacle would be better spent on meaningful investment in transit, cycling and walking. True government leaders would acknowledge this truth and stop this project altogether and redirect the investment to the transport modes that will actually provide economic strength and resilience.

IP Address: [REDACTED]  
 Submission: Online Submission from [REDACTED] (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227778](https://majorprojects.accelo.com/?action=view_activity&id=227778)

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

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





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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS Project Number SSI 7485.

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

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

It is unconscionable that unfiltered pollution stacks (as proposed) should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

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

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

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 appears to be possible maladministration of public money and the taxpayer should not be left to foot the compensation bill in these circumstances.

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 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 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).

Based on management of the project to date, residents have little confidence that any measures set out in the approval document will, in fact, be complied with.

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

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

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection. The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner West Council, its traffic planners and the independent engineer appointed by the council. The 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 Minister for Planning to reject this EIS and provide a written response to each of the objections I have raised.

In any event, to ensure that impacted residents and the wider community are fully aware of SMC'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.

Helen Engle  
Helen Engle

16 Simmons St  
Balmain East  
NSW 2041

Director Transport Assessments,  
Planning Services,  
Dept of Planning and Environment,  
GPO Box 39  
SYDNEY, NSW, 2001

Dear Sir/Madam,

**Application Number: SSI 7485 - WestConnex M4-M5 Link**

I am writing to object to the WestConnex M4-M5 Link as discussed in the EIS application # SSI 7485 and ask the Minister to reject the application for the following reasons:

I am totally opposed to the **UNFILTERED VENTILATION STACKS** planned for Rozelle, Haberfield and St. Peters roadside emissions, especially ventilation stacks which are scheduled to be built in the immediate vicinity of schools in these areas.

The roadside emissions and the unfiltered ventilation stacks will be spewing out 24/7 significant petrol and diesel fumes containing nitrogen oxides. Children, people with asthma and the elderly are at most risk from the adverse effects of nitrogen oxides.

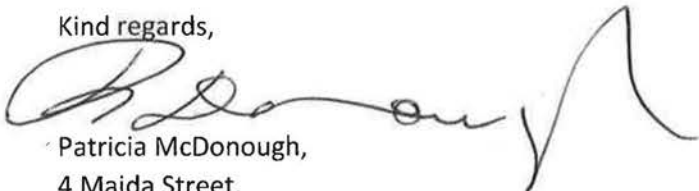
I also strongly object to the extended construction in Haberfield and Ashfield that will continue until at least 2022, as I now understand the 24/7 tunnelling will continue for years. This aspect of the construction is particularly depressing because the Government promised that the WestConnex would be finished in 2019. These communities have already lived through years of noise, dust and disruption. Not to mention the loss of many fine heritage listed houses.

I am extremely concerned about the impact of the extra traffic that will be attracted by the motorway when what is needed is more public transport.

I ask that WestConnex stage 3 stop now.

I look forward to a prompt response.

Kind regards,



Patricia McDonough,  
4 Maida Street,  
LILYFIELD, NSW, 2040

10/10/17



Director Transport Assessments,  
Planning Services,  
Dept of Planning and Environment,  
GPO Box 39  
SYDNEY, NSW, 2001

Dear Sir/Madam,

**Application Number: SSI 7485 - WestConnex M4-M5 Link**

I object most strongly to the proposal in its entirety and ask the Secretary of Planning to advise the Minister to refuse the application.

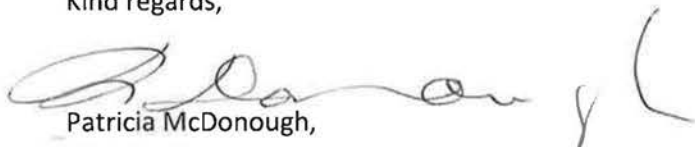
The WestConnex program of works has been described as an integrated transport network solution without the role of public transport and freight rail being considered. Whereas the NSW Govts Long Term Transport Master Plan and Future Transport web site is committed to an integrated approach to congestion management which essentially is aiming for growth in public transport and containing road demand to that required to serve the freight and servicing tasks. The current proposal needs to be stopped for this reason alone.

I am extremely concerned about the impact of the extra traffic that will be attracted by the motorway when what is needed is more public transport.

I ask that WestConnex stage 3 stop now.

I look forward to a prompt response.

Kind regards,



Patricia McDonough,  
4 Maida Street,  
LILYFIELD, NSW, 2040

10/10/17

Director Transport Assessments,  
Planning Services,  
Dept of Planning and Environment,  
GPO Box 39  
SYDNEY, NSW, 2001

Dear Sir/Madam,

**Application Number: SSI 7485 - WestConnex M4-M5 Link**

I object most strongly to the proposal in its entirety and ask the Secretary of Planning to advise the Minister to refuse the application. In particular:

I object to the use of Darley Road, Leichhardt as a drive site. This site cannot possibly house the projected traffic without major disruption to the road network. Darley Road is a critical access road to the residents of Leichhardt and the inner west. This road is already congested in peak hour as stated in the EIS.

The intersection at James Street and the City West Link already has queues at the traffic lights. The other option is to use Norton Street which is a 2 lane mainly commercial strip, already at capacity.

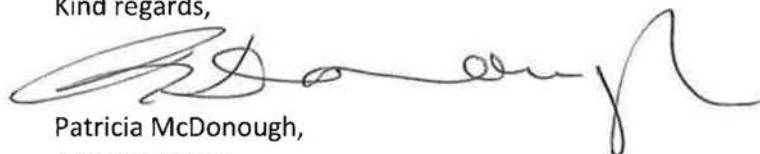
The number of heavy and light vehicles accessing the Darley Road is about 170, thus creating a unacceptable risk for pedestrians accessing the North Leichhardt Light Rail stop together with cycle users accessing the bike route on Darley Road and entering Canal Road to join the dedicated bike paths on the bay run.

Also many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College.

I ask that the WestConnex stage 3 stop now.

I look forward to a prompt response.

Kind regards,



Patricia McDonough,  
4 Maida Street,  
LILYFIELD, NSW, 2040

10/10/17

Director Transport Assessments,  
Planning Services,  
Dept of Planning and Environment,  
GPO Box 39  
SYDNEY, NSW, 2001

Dear Sir/Madam,

**Application Number: SSI 7485 - WestConnex M4-M5 Link**

I object most strongly to the proposal in its entirety and ask the Secretary of Planning to advise the Minister to refuse the application.

I am very concerned that the Rozelle and Iron Cove Interchanges do not achieve project object as it does not link M4 East and the New M5 (part 3.3 of the EIS) and therefore should not be included in the overall Project. Existing motorways (Cross City Tunnel and Eastern Distributor) provide suitable road capacity to avoid the City Centre.

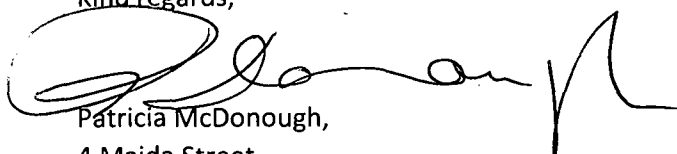
Also there has been no modelling provided on appropriate upgrades of the M7, M6, and A3 connections. These existing roads could provide far more cost effective and time efficient connections between the two motorways. Moreover, their alignments would service multiple demand corridors at the same time.

The traffic impacts in Rozelle in regard to the motorways over the harbour and to the northern beaches (part 3.3 of EIS) have not been assessed. Obviously the extra traffic that will be attracted by such a construction and is not necessary because what is needed is more public transport.

I ask that WestConnex stage 3 to stop now.

I look forward to a prompt response.

Kind regards,



Patricia McDonough,  
4 Maida Street,  
LILYFIELD, NSW, 2040

10/10/17

Director Transport Assessments,  
Planning Services,  
Dept of Planning and Environment,  
GPO Box 39  
SYDNEY, NSW, 2001

Dear Sir/Madam,

**Application Number: SSI 7485 - WestConnex M4-M5 Link**

I object most strongly to the proposal in its entirety and ask the Secretary of Planning to advise the Minister to refuse the application.

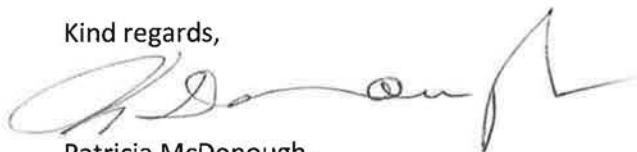
The EIS states that spoil handling at the Pyrmont Bridge Road Tunnel Site (C9) will 'occur 24 hours a day, seven days a week' for about 4 years. However the land use surrounding the site is compressed residential, including a large teaching hospital (RPA) and a school. What measures will be used to control the noise, light spill, dust, etc? Alternative living arrangements and compensation will need to be considered if this construction goes ahead. (P8-55).

The EIS is silent as to whether the existing pedestrian and cycle bridge over City West Link will be replaced post-construction (P8-73). The EIS also uses criteria to assess the impact of the existing walking and cycling routes that will need to be diverted as a result of the M4-M5 Link. However, the criteria is based on distance only and excludes the additional travel time that will need to be taken to complete the diversion. This approach does not however, consider travel time. If the criteria did consider the travel time needed, it would completely change the assessment of the proposed removal of the existing pedestrian and cycle bridge over City West Link (P8-71, table 8-50)

I ask that WestConnex stage 3 to stop now.

I look forward to a prompt response.

Kind regards,



Patricia McDonough,  
4 Maida Street,  
LILYFIELD, NSW, 2040

10/10/17



170 Catherine Street  
Leichhardt NSW 2040

Phone: 9568 2831  
Fax: 9569 5347  
email: pbandrshea@[bigpond.com](mailto:pbandrshea@bigpond.com)

10 October 2017

WestConnex M4-M5 Link  
Planning Services  
Department of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Dear Sirs

Having witnessed the devastation of parts of our neighbouring suburb of Haberfield, we wish to make this submission in response to the EIS for the WestConnex M4-M5 Link, expressing our strong objections and concerns about the impact this project will have upon us.

One of us (Robin) has attended your information meetings in our area. The information, given by the personnel there, was vague and non-specific. The maps displayed at the meeting and on your leaflets show **two four-lane road tunnels** passing under our street (Catherine Street, Leichhardt) - one on either side of our home.

When asked, at the information meeting, at what depth these four-lane road tunnels would be, no specific answer was given, only an approximation.

**There have been no deep-core samples taken to ascertain the strata layers prior to the decision to position these two underground tunnels.**

We purchased our home, a brick semi-detached house typical of others in the area, in 1989. It is situated at a low point on the western side of Catherine Street.

We have been given no specific information as to the depth of the tunnels and the distance between the two four-lane tunnels.

We are concerned about the health issues of stress and sleep deprivation which will result due to the **24 hour a day, seven days per week vibration of the digging machinery - for months if not years.**

In addition we understand that there is to be an increase of 35 traffic movements per day, along Catherine Street, of trucks bearing loads of dust, dirt and stone excavated from the underground site and other sites in Leichhardt.

Since we have been in residence, two children have been struck by vehicles travelling along Catherine Street near our home, on separate occasions. One child was killed. The other was left permanently brain damaged.

These incidents resulted in the installation of road humps near our home to slow traffic.

If Catherine Street is to be used as a "truck route", as has been reported, we will also experience the added thumping of the laden trucks as they pass over these road humps.

The speed of traffic along Catherine Street would need to be reduced to 40 kph and speed cameras installed to ensure compliance.

In the Haberfield area in the past

- poor construction practices (noise, vibration, and dust 24 hours a day),
- truck traffic (24 hours a day)
- lack of consultation, and
- poor response to complaints

have been the norm.

It is assumed that this will be the situation in Leichhardt unless your company responds to the concerns of residents.

It appears from already publicised complaints that your company does everything it can to avoid taking responsibility for any structural damage it causes, including trying to fob off responsibility to sub-contractors who are equally reluctant to take any responsibility, thereby exposing residents to the financial risk of repairing their own properties, and the cost of litigation.

We hope that this situation will also improve and that WestConnex will finance independent assessments of property damage organised by property owners should any damage occur.

Yours faithfully

The block contains two handwritten signatures in black ink. The first signature on the left is 'Peter Shea' and the second signature on the right is 'Robin Shea'. Both are written in a cursive, flowing style.

Peter Shea and Robin Shea

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

**Re: Application Number: SSIN 748  
 WestConnex M4-M5 Link**

Following the release of the EIS, I wish to submit the following:

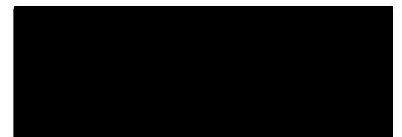
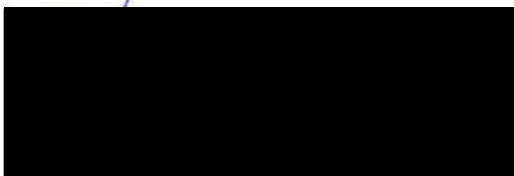
The proposed M4-M5 link is unsatisfactory in delivering the original aim of the WestConnex project, to connect Port Botany and Sydney Airport with Sydney's western suburbs. In particular, the route proposed via Rozelle is unnecessary and inefficient, in contrast, for example to an upgrade of the A3, and a possible connection of the City West Link to the Cross City Tunnel, bypassing the Anzac bridge.

The proposed Rozelle exit will deliver a projected increase of 60% in daily traffic to an already congested route across the Anzac Bridge, and encourage traffic into the CBD, which should be served by public transport, not private vehicles.

Several local issues raised in the EIS are of major concern to my Balmain household:

- The unfiltered pollution stacks at the Rozelle Goods Yard and on Victoria Road pose unacceptable health risks to Rozelle, Lilyfield and Annandale, much of which is at a height to be directly affected by exhaust from these stacks.
- Should the Western Harbour tunnel go ahead (and that is the only apparent justification for a diversion of the M4-M5 link via Rozelle at all), more portals would deliver pollution to the Balmain/Rozelle peninsula.
- The removal of Buruwan Park to accommodate the widening realignment of the Crescent is an encroachment on much needed inner west parkland. Possible parkland in the Rozelle Railyards may not become a permanent fixture, as the same area has also been promised for residential development as part of the Bays Precinct. Furthermore, the value of the parkland flanked by the City West Link and studded with pollution stacks is poor.
- The noise, traffic movements and pollution caused in the construction and operational phases are to be borne by residents in an already busy area. Of particular concern are the siting near schools of portals and increased ratruns.

Finally, the fact that the EIS is based only on a concept plan, which may not closely resemble the eventual project if delivered, means that the process of public consultation is deeply flawed.



30 September, 2017

**Declaration:** I have not made any reportable political donations in the last two years.  
 Please delete my personal information when publishing this submission on your website.

Attention: Director, Transport Assessments  
Application No SSI 7485

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

Dear Sir/Madam

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

The Environmental Impact Statement (EIS) for the motorway project is only indicative and does not show any proper design concept and mitigation measures for the damages which the construction and the use of the motorway may cause to surrounding communities, environment, and existing businesses and roads.

This project is based on a speculative forecast of the population increase in the future Sydney which necessitates more vehicles and roads. It seems that a false traffic modelling has been used. It is also based on the old idea of commuting by driving from Western Sydney to the CBD. Although surveys show 90% of the commuters in Western Sydney prefer trains to driving, the EIS undermines the public transport and the management of controlling demand in vehicle usage. With the vast amount of cost, tolls and the fancy artist's impressions of interchanges at St Peters and Rozelle, the project does not even include the connection to the Airport and Port Botany.

It's most alarming to know that tunnelling and its support work will take place up to 24 hours a day and 7 days a week and it will last more than 3 years. The project takes place in densely populated areas and there is no mitigation statement in the EIS. We hear complaints from people living in Haberfield where the tunnelling work causes too much vibration and their voices have not been heard. The SMC even said that the cracks in the walls of a house are not their responsibility. This is very different from the "Desired performance outcome of the EIS" which says that "the project is described in sufficient detail to enable clear understanding that the project has been developed through an iterative process of impact identification and assessment and project refinement to avoid, minimise or offset impacts so that project, on balance, has the least adverse environmental, social and economic impact, including cumulative impacts".

Likewise the EIS refers to issues such as air quality, health, property protection and biodiversity. But we have already observed forced acquisition of houses, businesses and clearing of trees in Haberfield and St Peters. The tall ventilation stacks are being planned and this worry us as the EIS does not indicate the standard of air quality. The maps in the EIS do not show any schools which make us wonder if you are serious about the environment and impact to children.

Thank you.  
Ms K Clark  10.10.2017  
22 Sparkes Street, Camperdown NSW 2050



Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <b>K. CLARK</b> Signature: <i>K. Clark</i>
Attention: Director – Transport Assessments	Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website <b>Declaration : I HAVE NOT</b> made any reportable political donations in the last 2 years.
Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Address: <b>22 SPARKES ST</b> Suburb: <b>CAMPDOWN</b> Postcode <b>2050</b>

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

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

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

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

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>K. CLARK</u>
	Address: <u>22 SPARKES ST</u>
Application Number: SSI 7485	Suburb: <u>CAMPERDOWN</u> Postcode <u>2050</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>K. Clark</u>
Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website <b>Declaration :</b> I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.	

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

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

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

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

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

Name: K. CLARK

Signature: K. Clark

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

Address: ~~K. Clark~~ 22 SPARKES ST

Suburb: ~~CAMPDOWN~~ Postcode: 2050

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

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

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

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>K. CLARK</u>
	Address: <u>22 SPARKES ST</u>
Application Number: SSI 7485	Suburb: <u>CAMPERDOWN</u> Postcode <u>2050</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>K. Clark</u>
Please <u>include / delete (cross out or circle)</u> my personal information when publishing this submission to your website <b>Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.</b>	

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

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



<b>Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001</b>	<b>Name:</b> K. CLARK <b>Signature:</b> <i>K. Clark</i>
<b>Attention: Director – Transport Assessments</b>	<i>Please include my personal information when publishing this submission to your website</i> <b>Declaration : I HAVE NOT made any reportable political donations in the last 2 years.</b>
<b>Application Number: SSI 7485</b> <b>Application Name: WestConnex M4-M5 Link</b>	<b>Address:</b> 22 SPARKES ST <b>Suburb:</b> CAMPERDOWN <b>Postcode</b> 2050

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

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

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

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

**Attention Director**

Application Number: SSI 7485

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

Application Name: WestConnex M4-M5 Link

Name: Therese SkaneriSignature: Therese Skaneri

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

Address: 15 Cavey StSuburb: MarrickvillePostcode 2204

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

1. The EIS admits that air pollutants will exceed permitted levels along the Canal Rd used to access the St Peters Interchange because the traffic will be heavier. This is an unacceptable impact which will adversely affect vehicle users because it is known that people in their vehicles are not protected from the air pollution, as well as anyone on foot or cycling in the streets around the interchange. No amelioration is offered.
2. The EIS states that traffic congestion around the St Peters Interchange is expected to be worse after completion of the M5 and the M4-M5 Link particularly in the evening peak hour. The EIS admits that this will have a "moderate negative" impact on the neighbourhood in increasing pollution (also admitted separately) therefore in health impacts, on safety for foot and cycle traffic but also for vehicles and on the local amenity.
3. The traffic around St Peters expected to be heavier because of the increased road access to the new Interchange will adversely affect our community because moving around to our parks and to the shops, to the buses and to the train stations, for pedestrians and cars, will be more difficult. Our community is being sacrificed for the marginal improvement in traffic movement elsewhere in Sydney. No measures to ameliorate the impact are mentioned. This is unacceptable.
4. The EIS admits that the increased traffic congestion around the St Peters Interchange will impact on bus running times especially in the evening peak hour and increase the time taken (2.5 minutes, which seems optimistic). The 422 bus and associated cross city services which use the Princes Highway are notorious for irregular running times because of the congestion on the Princes highway and cross roads, so an admitted worsening of the running time will adversely impact the people who are dependent on the buses. This will be compounded by the loss of train services at St Peters station while it is closed for the Sydney Metro build and then subsequently when it re-opens. In all the impact of the new M5 and the M4-M5 link is to worsen access to public transport significantly for the residents of the St Peters neighbourhood.
5. It is obvious the NSW government is in a desperate rush to get planning approval for the M4/M5. It has only allowed 60 days for comment yet the M4/M5 project is the most expensive and complicated stage of WestConnex. Critically, it involves building three layers of underground tunnels under parts of Rozelle. Such tunnelling does not exist anywhere in the world and as yet there are no engineering plans for this complex construction. Approval depends on senior staff in NSW Planning compliantly agreeing to tick off on the EIS, as was done with the New M5 and the M4. This demonstrates a wanton disregard for the safety of the residents of Rozelle and those who will be using the tunnel. WHAT IS THE RUSH?

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

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




<b>Attention Director</b> <b>Infrastructure Projects, Planning Services,</b> <b>Department of Planning and Environment</b> <b>GPO Box 39, Sydney, NSW, 2001</b>	<b>Name:</b> <i>Therese Skinner</i>
	<b>Address:</b> <i>15 CAVEY ST</i>
<b>Application Number: SSI 7485</b>	<b>Suburb:</b> <i>MARRICKVILLE</i> <b>Postcode</b> <i>2204</i>
<b>Application Name: WestConnex M4-M5 Link</b>	<b>Signature:</b> <i>Therese Skinner</i>
<p>Please <b>include</b> my personal information when publishing this submission to your website  <b>Declaration: I HAVE NOT</b> made any reportable political donations in the last 2 years.</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:**

- The volume of extra heavy traffic in the Rozelle area and the acknowledged impact this will have on local roads is completely unacceptable to me.
- The social and economic impact study fails to record the great concern for valued Newtown heritage
- The EIS identifies hundreds of negative impacts of the project but always states that they will be manageable or acceptable even if negative. This shows the inherent bias in the EIS process.
- The consultants for the Social and Economic Impact study is HillPDA. This company has a conflict of interest and is not an appropriate choice to do a social impact study of WestCONnex. Amongst its services it offers property valuation services and promotes property development in what are perceived to be strategic locations. HillPDA were heavily involved in work leading to the development of Urban Growth NSW and the heavily criticised Parramatta Rd Study. It is not in the public interest to use public funds on an EIS done by a company that has such a heavy stake in property development opportunities along the Parramatta Rd corridor. One of the advantages of property development along Parramatta Rd that Hill PDA promotes on its website is the 33 kilometre WestCONnex.
- The EIS acknowledges that extra construction traffic will add to travel times across the Inner West and have a negative impact on businesses in the area. No compensation is suggested. These impacts are not been taken into account of evaluating the cost of WestCONnex.
- The EIS acknowledges that 'rat running' by cars to avoid added congestion and delays caused by construction traffic will put residents at risk. No only solution is a Management Plan, which is yet to be developed, and to which the public will have no impact. This is completely unacceptable.
- The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.
- Table 6.1 in Appendix Q ( Social and Economic impact) is not an accurate report on the concerns of residents. It downgrades the concerns of Newtown, St Peters and Haberfield residents. It does not even mention concerns about additional years of construction in Haberfield and St Peters. It also does not mention concerns about heritage impacts in Newtown. I can only assume that this is because there was almost no consultation in Newtown and a failure to notify impacted residents including those on the Eastern Side of King Street and St Peters.

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

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Veronica Jackson</u>	
	Address: <u>57 Arcadia Rd</u>	
Application Number: SSI 7485	Suburb: <u>Glebe</u>	Postcode <u>2037</u>
Application Name: WestConnex M4-M5 Link	Signature: 	
Please <b><u>include</u></b> my personal information when publishing this submission to your website <b>Declaration :</b> I <b><u>HAVE NOT</u></b> made any reportable political donations in the last 2 years.		

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

- The EIS social and economic impact study acknowledged the high value placed on retaining trees and vegetation in the affected area but does not mention that WestCONnex has already destroyed more than 1000 trees in the St Peters Alexandria area around Sydney Park alone.
- The EIS claims to have saved Blackmore Park and Easton Park due to negative community feedback. I am concerned that this is a false claim and that this site was never really in contention due to other physical factors. I would like NSW Planning to investigate whether this claim is correct or whether the community is false or not.
- The Air quality data is confusing and is not presented in a form that the community can interpret. The lack of clarity leads to a suspicion that areas of concern are being covered up.
- I am completely opposed to approving a project in which the Air quality experts recommend rather than filtering stacks extra stacks could be added later.
- The EIS acknowledges that impacts of construction should M4/M5 get approval will worsen traffic congestions on Parramatta Rd. In these circumstances it would be outrageous for motorists to be asked to pay up to up to \$20 a day in tolls. I object to the fact that this is not considered or factored into the traffic analysis.
- Streets in Haberfield would be subject to heavy vehicle traffic for a further four years, making at least 7 years of heavy impacts on a single suburb. The answer is not a "community strategy". Residents who believed that their pain would be over after the M4 east are now being asked to sustain a further four years of impacts. No compensation or serious mitigation is suggested.
- The EIS acknowledges that four years of M4/M5 construction would have a negative economic and social impact across the Inner West through interrupted traffic routes, slower traffic times, disruption with public transport, interruption with businesses and loss of connections across communities. This finding highlights the need for a proper cost benefit analysis for the project. Such social costs should not simply be dismissed with the promise of a construction plan into which the community has no input or powers to enforce.
- I do not consider it acceptable that cycling/pedestrian routes should be changed for four years in Annandale and Rozelle in ways that will make cycling more difficult and walking less possible for residents with reduced mobility. These are vital community transport routes.

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



Submission from:	Submission to:
Name: <u>Veronica Jackson</u>	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature: <u>[Signature]</u>	Attn: Director – Transport Assessments
Please <b>include</b> my personal information when publishing this submission to your website Declaration: <b>HAVE NOT</b> made any reportable political donations in the last 2 years.	Application Number: SSI 7485 Application
Address: <u>57 Arcadia Rd</u>	Application Name: WestConnex M4-M5 Link
Suburb: <u>Glebe</u> Postcode: <u>2037</u>	

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

1. 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
2. The EIS states that spoil haulage hours will be restricted but ignores the fact that the same was promised for the M4 East but these promises have been ignored repeatedly.
3. The EIS states "Direct and indirect traffic disruptions are likely to be experienced on local and arterial roads in most suburbs that are in close proximity to construction sites. This would include the suburbs of Ashfield, Haberfield, St Peters, Camperdown, Annandale, Lilyfield, Leichhardt, and Rozelle." Despite this finding, the study then pushes these negative impacts aside as inevitable. There is never any evaluation of whether in the light of the negative impacts an alternative public infrastructure project might be preferable.
4. The impacts on The Crescent and Annandale are massive and were not sufficiently revealed in the Concept Design to enable residents to give feedback on the negative impacts on communities and businesses in the area.
5. 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.
6. Table 6.1 in Appendix Q ( Social and Economic impact) is not an accurate report on the concerns of residents. It downplays concerns of Newtown, St Peters and Haberfield residents. It does not even mention concerns about additional years of construction in Haberfield and St Peters. The raises the question of whether this is a result of the failure of SMC to notify impacted residents including those on the Eastern Side of King Street and St Peters about the potential impacts of the M4 M5
7. The EIS identifies a risk to children from construction traffic at Haberfield School. I find such risks unacceptable and am not satisfied with a promise of a Plan to which the public is excluding from viewing or providing feedback until it is published.

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Name [Signature] Email [Signature] Mobile [Signature]

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

Name: Veronica Jackson

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 political donations in the last 2 years.

Address: 57 Arcadia Rd

Suburb: Glebe Postcode: 2037

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485 Application

Application Name: WestConnex M4-M5 Link

- ✦ The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city.
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- ✦ There will be 100 workers a day on the site, with provision for only 10-20 car spaces and there is a concession that local streets will be used, who will be 'encouraged' to use public transport. Our experience with the major construction sites in Haberfield, and St Peters that public transport is not used by the workers and that despite the fact they are not supposed to do so, they park in our local streets and cause strife with our residents.
- ✦ I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.
- ✦ The EIS at 7-21 states that Community update Newsletters were distributed to residents 'near the project footprint' in many suburbs. This statement is simply not correct. No such newsletters were received by residents in central and northern Newtown. SMC was made aware of this fact, but has not responded to verbal and written requests for audited confirmation of the addresses 'letterboxed'. This statement of community engagement should be rejected by the Department.
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- ✦ I do not accept that King Street traffic congestion will be improved by this project, There should be a complete review of the traffic modelling that does not appear to take sufficient notice of the impact of pouring 51000 extra cars down Euston Rd on top of increases in population in the area. Given that there is no outlet between the St Peters and Haberfield or Rozelle, all traffic going to the CBD, East or into the Inner West will use local roads.
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- ✦ The decision to build a three-stage tollway instead of expanding public transport has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
- ✦ Why is there no detailed information about the so called 'King Street Gateway' included in the EIS

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

Name: [Signature] Email: [Signature] Mobile: [Signature]

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.

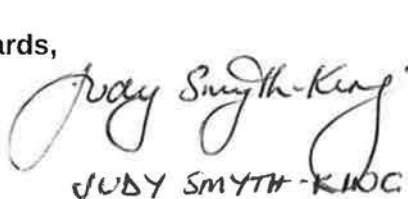
The EIS states that the above tunnels will result in the following impacts to our Neighbourhood:


- 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,

  
 JUDY SMYTH-KING

  
 RICK SMYTH-KING

11/10/17

2 EASTON STREET  
 ROZELLE NSW 2039

# A M E N D M E N T

Denis Lloyd ALLISON, 5/6 Chandos Street. ASHFIELD NSW 2131 8 October, 2017  
 Attention Director  
 Infrastructure Projects, Planning Services  
 Department of Planning and Environment  
 Application Number SSI 7485  
 GPO Box 39 Sydney NSW 2001

Dear Sir/Madam

WestConnex M4-M5 Link

I refer to the above.

Please see my letters to the Inner West Courier regarding the provision for bicycles, and the gradual removal of bicycles access from the M4 Motorway east of Church Street, Parramatta. I understand that parts of this section of the road has had bicycle access restored, but do not know which sections, but bicycles not allowed on this road east of Homebush Bay Drive Interchange, as it will start to go down in the tunnel. I heard that the cycleway underneath the viaduct between the railway overpass and Good Street, Granville will be restored.

As said in one of the letters to the Inner West Courier, the majority of this road will be in tunnels which provide a prohibitive if not prohibited environment for cyclists.

Commendably, a separate pedestrian/cycleway was provided along the M5 route between Beverly Hills and Bexley North, back in 1999, plus cyclists could use the shoulder of this section of road, until the widening in 2015 wiping out the shoulder and bicycle access on this part of M5. However, the the alternative cycleway crosses Kingsgrove Road which the M5 avoids in the form of an overpass.

Also enclosed is the map of the present and proposed cycleways. While the present pedestrian/cycleway links seem good, they often cross busy roads and even go along these roads, coming in conflict with parked motor vehicles. It is hoped the future cycle links if ever built will avoid the problems of the busy roads mentioned. Consideration should be given to separating cyclists from pedestrians on the above mentioned links. That has been done along one of the expressways in Adelaide's Southern Suburbs when the road was built in the late 1990s, with a separate cycleway away from pedestrians.

Notwithstanding the above, the continual building of motorways, especially without shoulders and in long tunnels, which bicycles cannot use as said in my letters to the paper, should be questioned. That helps generate extra motor vehicle traffic. I am pleased that cyclists may use motorways, where shoulders/breakdown lanes exist in NSW, and future rural motorways will include these shoulders such as the M1 on the North Coast.

My other concern is that the roads in the enclosed map with existing and planned cycleway, will become busier due to the extra traffic generated by M4 M5 Link Motorway, plus motor vehicle traffic will use these roads in order to avoid the hefty tolls on the M4/M5 Link. Why not follow the Victorian Roads Department, by building separate cycleways along its new motorways both with and without tolls. This also has been done on the M7 cycleway along its entire length between Winston Hills and Prestons.

In addition, I forgot to mention, when the M5 East Tunnel opened in 1999, cyclists could not use this tunnel due to the length, but mostly because it has no shoulders. To compensate for no cyclist access in the tunnel due to the above, a separate cycleway along the Wollli Creek Valley and the East Hills Railway corridor was promised. However, work never started on this cycleway.

Yours sincerely

Denis Lloyd ALLISON



10 October 2017

Planning Services  
Dept of Planning and Environment  
GPO Box 39  
SYDNEY NSW 2001

Attention: Director – Transport Assessments

I am submitting my objections to the M4-M5 Link proposals of the WestConnex.

As an inner city resident it is not clear to me what the WestConnex is supposed to achieve and I can only see problems right across Sydney. Due to induced demand the traffic situation along Victoria Road and particularly at Iron Cove Bridge and Anzac Bridge will be bumper to bumper for much longer in both morning and evening peak hours. Already the traffic is a nightmare at these times along this very busy road and a short trip to the city from Balmain could take up to an hour.

Western suburbs residents will be subject to enormous tolls which will put great strain on many families. Already Sydney has more tolls than other cities and rat running will increase.

A stack is proposed on Victoria Road at the corner of Terry Street and its carcinogenic emissions will affect Rozelle Public School and Sydney Secondary College Balmain Campus as well as the many residents in this built up area.

In the heritage suburb of Haberfield devastation has occurred as heritage homes and buildings have been destroyed. We do not want this happening in Rozelle.

A tunnel is proposed under the Balmain peninsula but no information is available at present. When are we going to be provided with this information?

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

Creating more roads leads to increased car travel. Other forward thinking cities around the world are reducing road congestion by providing excellent public transport systems and Sydney is falling far behind with its outdated, blinkered planning. The exorbitant cost of the WestConnex could be better used by putting it towards a comprehensive public transport network that satisfies the growing need of Sydney commuters.

Diana Hirsch



44 Glassop Street  
BALMAIN NSW 2041

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: <u>Angela Plake</u>	
Application Number: SSI 7485	Address: <u>202 10 Roseby St</u>	
Application Name: WestConnex M4-M5 Link	Suburb: <u>Leichhardt</u>	Postcode <u>2040</u>
Application Name: WestConnex M4-M5 Link	Signature: <u>[Signature]</u>	
Please <b>INCLUDE</b> my personal information when publishing this submission to your website <b>Declaration</b> : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.		

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

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



Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment PO Box 39, Sydney, NSW, 2001	Name: <u>Angus Dale</u>	
Application Number: SSI 7485	Address: <u>10 Rosby St Leichhardt</u>	
Application Name: WestConnex M4-M5 Link	Suburb: <u>Leichhardt</u>	Postcode <u>2040</u>
Signature: <u>[Signature]</u> Please <b>INCLUDE</b> my personal information when publishing this submission to your website Declaration : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.		

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

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

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 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:

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:

Debra  
37 Stephen St  
Berala

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.*

Name: **WONIE BALCER**

Address: **12/3 EDWARD ST, BONDI**

Email:

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

- The heritage impacts of WestCONnex Stage 3 need to be seen in the light of the appalling wholesale destruction that has already taken place in St Peters and Haberfield. Scores of houses and industrial buildings were torn down for tollways that will not solve traffic congestions. Always the cost of destruction is undervalued and the benefits of WestCONnex promoted. Whenever WestCONnex wants to tear down buildings or put them at risk it is backed by the EIS evaluation. This is not objective and it is not in the public interest.*
- I object strongly to AECOM's approach to heritage. The methodology used is simply to describe heritage. If it interrupts the project plans, it simply must be destroyed. This is not an assessment at all. Plans to salvage items do have value but this value should not be used as a carrot to justify the removal of buildings.*
- The EIS claims to have saved Blackmore Park and Easton Park, Rozelle, 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.*
- There has never been any proper assessment of the cumulative impacts on heritage of the WestCONnex project. The loss of heritage in Concord, Haberfield and St Peters has been on a large scale and now the Stage 3 EIS shows that the M4/M5 tunnel would further add to this loss.*
- Heritage items - Camperdown. The EIS also acknowledges that the use of a rock-breaker at the outer extents of the project footprint will affect 73 residences, with five heritage items identified as having the potential to be within the 'minimum safe working distance'. While some mitigation 'considered', it is not mandated and the requirement to mitigate is limited to 'where feasible and reasonable'. The mitigation proposed seems in any event to comprise letter-boxing residents about the likely impacts! The protection of heritage items should be mandated, not just considered and there should be a strict requirement to protect such heritage items.*
- I object to the assessment of the removal of buildings, other rail infrastructure and vegetation on the Rozelle Railway Yards being done in advance of this EIS. The RMS environmental assessment process is not publicly accountable. These works were part of the WestConnex project and should have been assessed as part of Stage 3.*

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



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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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:

~~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:

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

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

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

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

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

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

The EIS is based on an indicative design with unreliable evidence of need and insufficient detail for informed public evaluation and consultation.

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)

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

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

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Please reply to [REDACTED] at [REDACTED]

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

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

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

I live on Edgeware Rd in Enmore – an already heavily congested road due to Marrickville Metro, Newtown and other major attractions. It takes longer for me to drive out of my neighbourhood than to drive to the north shore!

It is predicted that Edgeware Rd will become a rat-run to avoid the Westconnex tolls, not to mention the fact that Edgeware Rd joins near the proposed Westconnex off-ramp at St Peters.

I am not only concerned about the increased traffic this project will cause, but the health issues of locals.

I want public transport, not new motorways.

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

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

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

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

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

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I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks. All communities are at risk with added pollution to the atmosphere, I object to this reckless disregard to our health and the health of future generations.

The pollution stacks themselves are massive ugly structures, as is evident from EIS artist impression pictures where they've been greyed out to appear unobtrusive. I object to this visual pollution as well.

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



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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Friday, 13 October 2017 11:30 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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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. I'm shocked that the project identifies real people as objects with the term 'sensitive receivers'. I will myself being subjected to this risk to my health and resent and oppose this EIS.

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Friday, 13 October 2017 11:25 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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

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**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Friday, 13 October 2017 10:28 AM  
**To:** DPE CSE Information Planning Mailbox  
**Subject:** Submission to WestConnex New M4/M5 EIS, project number SSI 16\_7485

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

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There needs to be a major investigation into this flagrant abuse of the way NSW planning principles have been flouted for the whole of Westconnex and particularly Stage 3. The community's consultation process in this EIS will obviously count for nothing as the tender for Stage 3 is being released before the feedback report is scheduled to be released. This means contractors will not be bound by any findings in the report – this is flagrant denial of the community's right to be heard. I agree with the Inner West Council that the NSW government's decision to release the WestConnex Stage 3 EIS just days after the end of the consultation period on the Concept Design "short-changed the inner west community." We would add that it shortchanges all of those who will depend on transport in Sydney in the future.

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I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks. I completely reject the premise that pollutants dispersed higher in the atmosphere will reduce impact. Obviously they will damage air quality and add to pollution.

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

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

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

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

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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 / delete (cross out or circle) my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 7 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

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

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

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



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

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

Yours sincerely, [REDACTED]

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Please reply to [REDACTED] at [REDACTED]

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[REDACTED]

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**From:** [REDACTED] <campaigns@good.do>  
**Sent:** Friday, 13 October 2017 10:55 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.

Please provide safe, coherent and connected, off-road cycleways as part of the project.

Yours sincerely, [REDACTED]

\_\_\_\_\_ This email was sent by [REDACTED] 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.

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

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

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

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

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

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

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

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

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

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

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

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

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

Submission to:

Name: [REDACTED]

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

Signature: [REDACTED]

Attn: Director – Transport Assessments

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

Application Number: SSI 7485 Application

Address: [REDACTED]

Application Name: WestConnex M4-M5 Link

Suburb: [REDACTED] Postcode: [REDACTED]

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

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

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

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

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

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

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



<b>Attention Director</b> 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 / delete (cross out or circle)</u> my personal information when publishing this submission to your website <b>Declaration:</b> I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.		

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

1. Deciding to build a tollway of the scale and complexity proposed and that has never been built before is placing the community at great risk. No project of this kind should be approved on the basis of an 'indicative design'. This risks billions of public monies and resources.
2. The planning process that involves such risks has not been subject to any democratic consideration. The huge majority of community, stakeholder and Council submissions objected to the Environmental Impact Statements for the first two stages. WestConnex is now attempting to rush through approval on an even less complete EIS.
3. The business case for the project across the 3 stages failed to measure or account for the cost of any external impacts of this massive toll road project. The social costs of dislocation, stress, health impacts, sleep deprivation and damaged quality of life in communities have been ignored. This proposal will further extend these impacts in Haberfield and St Peters for years. Fresh unacceptable impacts will be imposed on the suburbs of Leichhardt, Lilyfield and Rozelle, parts of which will be decimated. The impact of air pollution on human and environmental health; adding fossil fuel emissions contributing to global warming effects; and the displacement of people and businesses and the destruction of community cohesion and amenity have never been seriously considered. These external costs outweigh any benefits from building roads that poorly serve people's transport needs, induce traffic and displace congestions spots.
4. The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. Neither Stage 2 nor 3 provides such access. Both the new M5 and the new M4-M5 Link will dump 1000s more per day onto the roads to Sydney Airport which are already at capacity.
5. This EIS has been released only 14 days after submission of comments on the concept design closed and a report released after the EIS. It seems impossible that the community comments could have been reviewed, assessed and responses to be incorporated into the EIS in this time. This raises serious questions about the integrity of the entire EIS process.
6. I strongly object to proceeding in the face of unknown hazards associated with two different tunnelling operations taking place in close time and location - the tunnelling for the M4-M5 link and the proposed Sydney Metro tunnelling in the same area - Tempe, Sydenham, St Peters and Newtown. The impact of this combined tunnelling is an unknown hazard to the soundness of the residences and buildings above, many of them very old and heritage listed. This is a serious community safety issue and residents who do experience damage will be caught between 2 separate contractors for repairs and compensation. No approval should be given until a construction plan is produced. It is not sufficient to list heritage buildings. Risks should be evaluated not simply described.
7. Given the high cost of the tolls and their annual increases, it is also expected that there will be an increase on traffic generally on local roads as motorists avoid the tollways. This can already be seen on Parramatta Rd immediately the new M4 tolls were activated. We expect exactly the same effect in the roads around the interchange, including the Princes Highway, King St, Edgeware Rd and Enmore Rd and though the streets of Erskineville and Alexandria. The increasing numbers of vehicles will mean more roadside pollution in the area (known to have adverse effects on breathing and also to be carcinogenic).
8. I strongly object to unfiltered stacks. I believe that scientific reports that are being used by the government to justify these is based on out of date evidence. I am appalled that the government would consider building these so close to schools including St Peters and Rozelle Public Schools.

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

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

**Attention Director**

Application Number: SSI 7485

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

Application Name:

WestConnex M4-M5 Link

Name: [REDACTED]

Signature: [REDACTED]

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

Address: [REDACTED]

Suburb: [REDACTED]

Postcode [REDACTED]

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

- i. Cumulative construction impacts - Camperdown. The EIS states that residents will likely be subject to cumulative construction impacts as several tunnelling works activities may operate simultaneously (10-119, EIS) No mitigation steps are proposed to ease this impact on those affected.
- ii. The EIS is based on the fallacy that the M4 and M5 need linking when they are already linked by the M7, A6 and A3. The A3 is the primary eastern link between the two motorways and is shown in the State Road network hierarchy as the M4-M5 Connector.
- iii. 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.
- iv. Ground-borne out-of-hours work - Camperdown The EIS acknowledges the noise and vibration impacts and the need for work to occur outside of standard daytime construction hours. It simply states that 'the specific management strategy for addressing potential impacts associated with ground-borne noise...would be documented in the OOHW protocol. This is inadequate as the community have no opportunity to comment on the OOHW protocol or the management of the ongoing impacts to which they will be subjected.
- v. I strongly object to the WestConnex M4-M5 Link for a multitude of reasons, including :
  - o It is a toll road project made for big business, searching for a rationale.
  - o It fails to meet the primary objectives of providing a direct motorway connection between Western Sydney and Sydney Airport and Port.
  - o The Environmental Impact Statement does not safeguard communities. Government is seeking planning approval to sell the project to the private sector and discharging its responsibility and control for the delivery of the project.
  - o There is a lack of strategic justification for the project, No feasible alternatives have been developed or assessed.
  - o There will be major impacts on the Anzac Bridge (projected 60% increase in daily traffic) and Sydney City Centre. The EIS forecasts major impacts on bus travel time and reliability.
  - o The EIS does not adequately account for impacts on health and air quality. The EIS identifies an additional 5 unfiltered ventilation stacks to be constructed in inner Sydney. In addition local surface roads will be widened and traffic volumes will increase.
  - o Lack of alignment with the NSW Government's priorities and policies
  - o Major impacts on the community
  - o Legacy Impacts and worsening intergenerational equity
  - o Other global cities are investing in fast and efficient public transport that truly connects homes and jobs, supports the decentralisation of commercial investment and develops a resilient and equitable city for future generations.

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

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

Submission to:

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

Name:.....

Signature:.....

Attn: Director – Transport Assessments

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

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

Application Number: SSI 7485

Application Name:  
WestConnex M4-M5 Link

Address: .....

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

- a) I note that in the area of Lilyfield Rd and Gordon Street, the work proposed which would include deep excavation that would result in major adverse impacts on archaeological remains, while other surface works would have localised impacts on archaeological remains that may be present. It is suggested that what are called 'management measures' would be carried out including the development of a Historical Archaeological Research Design which would include an "assessment of any detailed design plans to develop a methodology and scope for a program of test excavation to determine the nature, condition and extent of potential archaeological remains." This is completely unacceptable to me. The community will have no right to any input into this plan or access to independent expert advice. This is all part of an 'approve now', 'research later' approach that will lead to poorly planned unnecessary destruction, a loss of potential community history and understanding.
- b) The NSW Government appears to have accepted the project as part of a State Infrastructure Strategy and other plans before a business case was even developed. There was no incentive to explore alternatives or to fully explore the costs and benefits. This process has been described as "lock in". Commitment escalates because a project appears in numerous policy documents. WestConnex is a clear example of government "locking in" commitment before detailed analysis had been undertaken. With the Government fully locked-in to WestConnex, these issues and inadequacies with the Updated Business Case are repeated in the EIS.
- c) Crucially, to make the sale more attractive, the tunnels between Haberfield and St Peters will be built independently of the Rozelle Interchange. This is being done to de-risk the project for the private sector sale, as the tunnels can be built using known standards and technology and generate income from January 2023. It would appear that the building of the Rozelle Interchange is so risky that no contractor tendered for the contract in the original tender period.

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

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

Name: [REDACTED]  
Address: [REDACTED]  
Application Number: SSI 7485  
Suburb: [REDACTED] Postcode [REDACTED]  
Application Name: WestConnex M4-M5 Link  
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 political donations in the last 2 years.

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

1. I strongly object to the **unknown hazard** associated with two different tunnelling operations taking place in close proximity in time and location - the deep tunnelling for the M4-M5 link and the tunnelling for the new Sydney Metro in the same area - Tempe, Sydenham, St Peters, Newtown and Camperdown. The impact of this combined tunnelling is an unknown hazard to the soundness of the residences and buildings above, many of them very old and heritage listed. This is a serious community safety issue and residents who experience damage will be caught between 2 separate contractors for repairs and compensation.
2. I object to the issue of this EIS only 14 days after the deadline for submission of comments on the concept design. The formal response to the 1000s of comments and submissions on the design, released only after the EIS, cannot possibly be based on a full assessment and consideration of the community responses. This is an insult to the community and questions the integrity of the entire EIS process.
3. The decision to build a three-stage tollway of the scale and complexity proposed and that has never been built before is risking community safety and state resources. I strongly object to that fact that this risk has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.
4. The original objectives of WestConnex was to improve road and freight access to Sydney Airport and to Port Botany with the Interchange now being built at St Peters located much closer to the airport. This contradicts the stated purpose of the extension of the M4. Now both the new M5 and the new M4-M5 Link will dump 1000s more cars per day onto the roads to the airport which are already over-crowded and competing with freight transport. I strongly object to the impact of the M4/M5 link as it fails to meet the original purpose and provide a sustainable rail link to enable freight to be moved out of the city and commuters to travel by public transport.
5. Across all 3 stages the business case has not taken into account the external costs of these massive road projects in air pollution for human and environmental health, in adding fossil fuel emissions to increase global warming effects, and in the economic and social costs of the disruption to human activities, of displacement of people and businesses and of the destruction of community cohesion and amenity. These external costs far outweigh any benefits from building roads which poorly serve people's transport needs but instead enrich private corporations.
6. The high cost of the tolls has already resulted in an increase in traffic on Parramatta Rd immediately the new M4 tolls were activated. Their anticipated annual increase will likely mean that more and more commuters will seek to avoid the expensive tolls. It makes sense to expect the same effect on the roads around the St Peters Interchange, including the Princes Highway, King St, Edgeware Rd and Enmore Rd and though the streets of Erskineville and Alexandria. The increasing numbers of vehicles will mean more vehicle pollution in the area (known to have adverse effects on breathing and also to be carcinogenic). A viable public train system would easily and effectively manage commuter traffic without the requirement for expensive private tollways.

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



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

Name: [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 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

1. It is clear that the tunnel portals will be major sites for more traffic congestion. Some intersections that are currently very congested will be just as bad in 2033.
2. No road junction as large and complex as the extraordinary spaghetti junction proposed to go underground has been built anywhere in the world. The feasibility is not tested. There are no international or national standards for such a construction.
3. 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.
4. The EIS uses maps indicating alignment of the mainline tunnels. It is clear from more detailed reading deep into the EIS (ie 12-57 Sydney Water Tunnels) that the alignment and depths of the tunnels may vary very significantly, after further survey work has been done and construction methodology determined by the construction contractor. The maps provided in the EIS are nothing more than 'indicative' and are misleading the community. The EIS should be withdrawn, corrected and updated, and reissued for genuine public comment based on 'definitive' information.
5. The justification for this project relies on the completion of other projects such as the Western Harbour Tunnel which has not yet been planned, let alone approved.
6. Are there other potentially serious problems with Sydney Water utility services (described at EIS 12-57) or with other utilities in other suburbs or along the proposed M4-M5 tunnel alignment ? If so, the EIS proposals and application should not be approved till these are all disclosed, researched, surveyed and the resolution publicly published.
7. The increased amount of traffic the M4-M5 Link will dump on the roads to and from the St Peters, Haberfield and Rozelle Interchanges will disrupt local transport networks including bus and active transport (walking and cycling).
8. I oppose the destruction of any more of Sydney's heritage for WestCONNex. I am appalled that Sydney Motorway Corporation is seeking approval to tunnel under hundreds of highly valued heritage buildings in Newtown without any serious assessment of risk at all. This heritage belongs to all of Sydney.
9. I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.
10. The mechanical ventilation proposed depends on single direction tunnel construction, so how it can possibly work for large curved tunnels on multiple levels is unknown.

OTHER :

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

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

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

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

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

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

I 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 the project should immediately be halted and an independent review of WestConnex should be held before any more funds are wasted.

1. In this age of climate change emergency, it is highly irresponsible for any government to be spending billions of dollars on motorways (especially radial motorways in major cities like Sydney) instead of spending it on improving and extending the mass transit systems. Motorway projects like WestConnex induce more road traffic and road traffic already contributes 30% of all air pollution in Sydney and accounts for 15% of greenhouse gas pollution. The EIS fails to properly assess the climate change consequences of the project and provide a comparative analysis into the climate change impact of the equivalent investment going towards shifting freight from road to rail, improving public transport, cycle and pedestrian access.
2. I am deeply concerned that leaked NSW government reports show that our cities planning authorities have been discouraged by the State government from exploring and developing public transport solutions to Sydney's traffic problems.
3. There needs to be a major investigation into this flagrant abuse of the way NSW planning principles have been flouted for the whole of Westconnex and particularly Stage 3.
4. I agree with the Inner West Council that the NSW government's decision to release the WestConnex Stage 3 EIS just days after the end of the consultation period on the Concept Design "short-changed the inner west community." Further, the NSW government should have agreed with the Inner West Council's call for the closing date of the EIS public consultation period to be postponed to take into account that elections for the Council were held in the middle of the EIS consultation period.
5. The EIS is based on an indicative design and has grossly insufficient detail for the impacts to be properly assessed and addressed, and the public consultation has been woefully inadequate. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' The community will have no opportunity to comment on the Preferred Infrastructure Report which forms the basis of the approval conditions. This means the community will have limited say in the management of the impacts identified in the EIS. The EIS needs to provide an opportunity for the community to meaningfully input into this report and approval conditions.
6. I object strongly 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 or that it is safe for users and the communities it will have to live above and around this interchange.
7. The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street would greatly increase during the construction period and also be greatly increased if Stage 3 were ever completed. It states that Stage 3 would do nothing to improve traffic congestion in the area. Instead, 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.
8. I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks.

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

1. 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 has driven there knows, this route is already congested at peak hours. The intersection at James Street and the City West link already has queues at the traffic lights. The only other option for commuters to access the city West Link is to use Norton Street, a two-lane largely commercial strip which is already at capacity. The addition of hundreds of trucks and contractor vehicles will result in traffic grinding to a halt and traffic chaos at this critical juncture with commuter travel times drastically increased.
2. I also 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.
3. 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.
4. 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.
5. 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)
6. 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.

1. 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.
2. 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'.

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

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED] at [REDACTED]

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



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

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

## SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EI

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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 <b>include</b> my personal information when publishing this submission to your website <b>Declaration</b> : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.	Application Number: SSI 7485 Application
Address: [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**

- a) ***I object to the location of a permanent substation and water treatment plant following the completion of the project on the Darley Road site. This will limit the future uses of the land and the community has been continually assured that the land, which is Government-owned, would be available for community purposes. The presence of this facility will forever prevent the ability for safe and direct pedestrian access to the light rail stop, with users required to walk down a dark and winding path. It will also limit the future use of the site. If a permanent facility is to be located then it should be moved to the north of the site so that it is out of sight of homes and has less visual impact on residents.***
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**Campaign Mailing Lists** : I would like to volunteer and/or be informed about the anti-WestConnex campaigns - My details must be removed before this submission is lodged, and must be used only for campaign purposes and must not be divulged to other parties

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

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

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

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

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

I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the taxpayer should not be left to foot the

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED] at [REDACTED]

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[REDACTED]

---

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

Please take note of my message below.

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.

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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Please reply to [REDACTED] at [REDACTED]

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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

- i. 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.
- ii. The EIS acknowledges that 'rat running' by cars to avoid added congestion and delays caused by construction traffic will put residents at risk. No only solution is a Management Plan, which is yet to be developed, and to which the public will have no impact. This is completely unacceptable.
- iii. 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.
- iv. Traffic operational modelling – Leichhardt. The EIS does not provide any operational modelling for the Darley Road area (8-11), despite the fact 170 vehicles a day are proposed to enter this highly congested (during peak hours) area. Darley Road is a critical arterial road for commuters accessing the City West Link and this analysis should be provided so that impacts can be properly assessed.
- v. Removal of vegetation – Leichhardt. The EIS states that all vegetation will be removed on the Darley Road site. There are several mature trees located on the north of the site. None of these trees should be removed as they provide precious greenery. They also act as a visual and noise screen for residents from the City West Link traffic. All efforts should be taken to retain the trees and the EIS should not simply permit these trees to be removed without proper investigations being undertaken as to how they can be retained. If they are removed following a proper investigation and consideration of all options, then the approval needs to specify that all streets are replaced with mature, native trees at the conclusion of the construction at the site.
- vi. 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.
- vii. Permanent substation and water treatment plant – Leichhardt: I object to the location of this facility in our neighbourhood as out of step with the surroundings. If it is retained, then it should be moved to the north of the site, out of view from homes. The residual land should be returned for community purposes such as parkland.

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

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

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

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

Although the proposed tunneling, pollution, disruption and \$ waste are still years' away here in Rozelle, the obscenity that is WCX has already taken a 'toll' on my family. For over a year we have chosen to suspend 'life' to focus upon the dissemination of truthful information about WCX's insane proposals to our inner-west community. The outrage now brewing in our streets is palpable. Caveat emptor!

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

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

Name:.....

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

- ◇ The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)
- ◇ The EIS states that 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 is a complete White Elephant. 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 behavior is called 'peak spreading'..." This is a categorical admission of failure of this complete project and a stupendous waste of Tax Payers money.
- ◇ The social and economic impact study notes the high value placed on community networks and social inclusion but does nothing to seriously evaluate the social impacts on these of WestCONnex. Any genuine assessment would draw on experience with the New M5 and M4 East rather than ignoring it. This lack of genuine engagement with social impact reduces the study to the level of a demographic description and a series of bland value statement
- ◇ The mechanical ventilation proposed depends on single direction tunnel construction, so how it can possibly work for large curved tunnels on multiple levels is unknown.
- ◇ Worker parking – Leichhardt. There is provision in the EIS for only a dozen worker car parks and no provision for the 100 or so workers who will be permanently based at the Darley Road site for up to five years. A major construction site project should not be permitted in a neighbourhood area without allocated parking for all workers. No other business would be permitted to be established without this requirement being satisfied – why is it acceptable for this project? In addition, the EIS proposes the removal of 20 car spaces used by residents on Darley Road and will remove the 'kiss and ride' facility at the light rail stop. This will result in residents being unable to park in their own street and will increase noise impacts from workers doing shift changeovers 24 hours a day.

**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for [REDACTED] (object)

**From:** system@acelo.com On Behalf Of [REDACTED]  
**Sent:** Monday, 16 October 2017 4:51:04 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details for [REDACTED] (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

Submission to Planning Services

Department of Planning and Environment

Application Number: SSI 7485

Name: WestConnex M4-M5 Link

I wish to register my vehement objection to WestConnex as a whole, and to Stage 3 (M4-M5 Link) in particular.

My objections are informed by 14 months of full-time community activism opposing WCX. During this time I have met with hundreds of thoughtful, informed Sydneysiders and a raft of professionals who have convinced me that this project must be STOPPED, and that integrated public transport for our burgeoning city and suburbs must be fast-tracked. Traffic planning and transport experts, architects, teachers, scientists and doctors agree that WCX is an environmental, social and financial scandal. The public, too, smells a rat. The arrogant and deceptive manner in which WCX has been prosecuted, and the SMC/RMS's barely disguised contempt for residents is once more on show in the gargantuan, opaque Stage 3 EIS.

Reasons for my objection include:

The Business Case for the WestConnex project (made up of the New M4, Iron Cove Link and Rozelle Interchange, M4-M5 Link, New M5, King Georges Road Interchange upgrade and Sydney Gateway) is not adequate to justify moving to EIS.

While WCX might integrate with the wider motorway network, no evidence is provided demonstrating that it integrates with the wider road network - let alone the broader transport and land-use system. The EIS provides no information about changes in traffic volumes entering the Sydney CBD caused by WCX, and

both the Anzac and Iron Cove bridges (earmarked for more traffic) are already at capacity twice a day. These polluting, wasteful bottlenecks will only worsen.

RMS has only just commenced work to identify which roads fanning out from WestConnex portals will need to be upgraded to deliver large numbers of vehicles to and from the project. It is therefore impossible to arrive at a properly informed understanding of the environmental impacts - the very purpose of the EIS.

The EIS for the M4-M5 Link is far too conceptual. It does not offer the apposite sureties with regard, for example, construction costs and traffic estimates, which are required for a watertight EIS: e.g. estimates are required to be within 10% (P10), not 50% (P50).

Perhaps most alarmingly, the EIS prepares the pathway for the sale of the SMC to the private sector, removing from the responsibility, oversight and control of government the final design, cost and implementation of the M4-M5 Link.

After last week's revelations (SMH 12/10/17) that the SMC has rejected the sole bid to construct the Rozelle Interchange, and that the RMS will take over from the SMC, re-assigning itself direct responsibility for key elements of the proposed M4-M5 Link, the entire EIS appears to be lurching toward 'relevance jeopardy'. Ticking off on an EIS in the midst of such design and management turmoil is surely unwise, perhaps illegal?

Approving an EIS for a potentially unbuildable Rozelle Interchange design may also provide the perfect 'cloak' under which to proceed with a St Peters-style above-ground interchange. An above-ground design would potentially see many more houses in Rozelle acquired and bulldozed. If the current EIS for the M4-M5 Link was signed off, the community would be powerless/voice-less to object to such a substitute proposal. This is unacceptable, and should invalidate the current EIS.

My partner and I have lived and raised a family in Callan Street, Rozelle, since 1991. We value deeply the fabric and textures of our variegated local community (including local light industries like Swadlings and Ironwood - even Liquorland, so handily located at the top of our street!). We refuse to let all of this 'amenity' be torn asunder for a monstrous and ill-conceived tollway which, most experts claim, simply won't work.

At a time of conspicuous over-consumption and global climate crisis we, like an increasing number of Australians, recognise that minimising our 'footprint' is critical to the survival of not only humans, but this planet's entire precious interconnected biosphere. Now is a time like no other: governments must cease privileging/encouraging single-occupant, polluting, fossil-fuelled urban travel whilst neglecting PUBLIC TRANSPORT. Most sophisticated, forward-thinking cities around the world appreciate this.

Sadly, the NSW Government appears locked in to a highly disadvantageous public-private wealth transfer - shoveling our taxes into the bulging pockets of corporations (even creating its own corporation, the SMC, exempt from FOI requests and scrutiny) in the name of responsible government. This nexus must be (and will be) challenged. The 'public good' must not be jettisoned in favour of quick fixes and 'progress' at all cost (let's move beyond the 1950s 'men in suits', 'business as usual', 'snouts in trough' model).

I urge you to reject the Stage 3 EIS and to engage the community in re-thinking our approach to living in and traversing this remarkable city - not just for the next decade but for the rest of this century.

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=228203](https://majorprojects.accelo.com/?action=view_activity&id=228203)

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

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



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

Name:.....

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

- ◇ There will be 517 Heavy truck movements a day, of which 46 are stated to take place during peak hours from the Rozelle Rail Yard the largest amount of spoil truck movement on the whole of Stage 3. This will lead to a vast amount of extra noise and air pollution in this area. There will also be disturbance of soil in the old Rozelle Goods Yard which will be heavily contaminated with toxic substances. It is highly probable that there will be lead and asbestos. (as was the case in St Peters) You made no provision for the safe removal of these toxic substances in St Peters and the EIS makes no provision for their safe removal in this area.
- ◇ The EIS misrepresents the structure of the Global Economic Corridor and overstates the relationship of the project to centres within it by claiming the Project serves centres in the north of the GEC that it does not.
- ◇ I note that in the area of Lilyfield Rd and Gordon Street, the work proposed which would include deep excavation that would result in major adverse impacts on archaeological remains, while other surface works would have localised impacts on archaeological remains that may be present. It is suggested that what are called 'management measures' would be carried out including the development of a Historical Archaeological Research Design which would include an "assessment of any detailed design plans to develop a methodology and scope for a program of test excavation to determine the nature, condition and extent of potential archaeological remains." This is completely unacceptable to me. The community will have no right to any input into this plan or access to independent expert advice. This is all part of an 'approve now', 'research later' approach that will lead to poorly planned unnecessary destruction, a loss of potential community history and understanding.
- ◇ The cited 'key customers' that would benefit from the project (long distance, freight, businesses) represent a very small minority of those who are forecast to actually use the project (single occupancy commuter vehicles). The key customers could be served by a far more modest project, given they represent an extremely small proportion of projected traffic on the Project.
- ◇ The EIS (Section 3.2) does not set out the specific transport needs addressed by the project but states additional road capacity is required to meet a projected increase in trips. It does not set out any trips, desire lines, demand corridors or growth that the WestConnex project is addressing. As a result it is not possible to assess the project's ability to meet those needs. Nor is it demonstrated that projections in growth in population and employment correlate to traffic demand increase along the proposed M4-M5 Link.

**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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

I object to the continued failure on previous sections to adhere to Conditions of Approval, including night noise management, appropriate community "consultation", and failing to deliver promised urban repair as has occurred at Beverly Hills.

I object to a project that exposes every homeowner to the full financial risk of repairing their own properties from damage caused by WestConnex. I object that the "independent" property assessments is a farce and that residents are



left to deal with unscrupulous sub-contractors who simply walk away from the obvious damage homeowners face. I object that there is NO PROTECTION to homeowners.

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

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED]

at [REDACTED]

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

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

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

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

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

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

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

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

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

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

Extra comments

Modern cities are ripping down motorways and investing in more efficient public transport. Sydney, on the other hand, is looking back to the 1950's with, yet again, another tollroad that fails the commuting public. Westconnex is a very poor choice.

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

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

Yours sincerely,

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

**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

- I object** to the EIS because the proponent has not provided details of the noise mitigation measures proposed in relation to the Darley Road civil and tunnel site (C4) at Leichhardt. As a result it is not possible to assess the noise impacts of the Darley Road civil and tunnel site (C4) at Leichhardt. It is unacceptable for the proponent to establish a major construction site in the middle of a residential area without a clear plan for mitigating noise impacts.

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

'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels. In addition, temporary noise mitigation measures may include noise barriers and other temporary structures such as site buildings, which would be provided to minimise noise impacts on surrounding properties.'

Darley Road civil and tunnel site (C4) will create a high level of noise impact for residents yet the proponent has not given details of the plan for mitigating this impact. The measures will be implemented only if 'reasonable and feasible' which is a subjective assessment as it does not states whether they will be assessed as reasonable from the standpoint of the proponent or the residents. What the proponent thinks is reasonable may not meet the residents expectation as to what is reasonable. The measures appear to be optional as the proponent only states that that 'may include noise barriers and other temporary structures such as site buildings'.

#### Construction vehicle safety impacts

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

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

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

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

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

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



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

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

Name:			
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.

#### Truck routes

1. **I object** to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site, which SMC have on many occasions told the community they are contemplating as alternatives.

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

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

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

2. **I object** to the EIS because it suggests that no local roads would be used by heavy vehicles during works yet at the same time acknowledges that spoil trucks may use local roads in exceptional circumstances which include when there is queuing to get into the site. Darley Rd is highly congested with traffic queues forming during much of the day which will lead to queues to enter the site. Queuing will not therefore be an exceptional circumstance and the result will be that spoil trucks are able to use local roads without being in breach, which will be often. This is unacceptable to residents of Francis, Hubert, William and Charles St and **I object** to the EIS on this basis. As queuing cannot be avoided on Darley Rd this clearly shows why this location is inappropriate. The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents' lives be put at risk because the project must be delivered as soon as possible?
3. **I object** to the EIS because it fails to describe the truck route options available to the proponent in relation to the Darley Rd site and instead allows for the final plan to be detailed in the CTAMP, Preferred Infrastructure Report or Ancillary Facilities Management Plan.
4. Peter Jones of SMC has on many occasions made representations to the community that his plan is to stage trucks from the port and eventually when possible to have them arrive and depart from the site underground when a tunnel is established between Leichhardt and the M4 East. He has also said that loading of spoil would take place underground at this time. He has recently told us of his plan to load trucks from a ramp off the city west link by means of a hopper conveyor which would pass over the Light rail station delivering spoil into silos below which trucks would pull up to receive their load. The laden trucks would then travel west bound along the city west link. None of this plan is detailed in the EIS.
5. **I object** to the fact that I am denied the opportunity to assess the impacts of all options. **I object** to the fact that I will have no right or opportunity to have input into the CTAMP, PIR or AFMP on matters which will have a devastating impact to me and to residents near 7 Darley Rd.
6. **I object** to the proposal for vehicles associated with spoil haulage to travel eastbound on City West Link and turn right into Darley Rd. This proposal is dangerous and the impacts and risks are too great. Darley Rd is acknowledged by RMS to be a sub-standard road in terms of its construction. The intersection from the city west link is a steep blind turn even for traffic coming across from James St. This is followed by immediate left hand turns into both Francis St and Hubert St. A number of properties on Darley Rd would be at risk of destruction from spoil haulage trucks in the event of a truck having to brake suddenly to avoid stationary vehicles.
7. The proponent should abandon a dive site completely or find a location directly on the City West Link where spoil trucks will never use local roads. Why should residents lives be put at risk because the project must be delivered as soon as possible?

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

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

Name:			
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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.

#### Noise impacts – highly affected receivers

- I object** to the EIS because the proponent's assessment of who are Highly Noise Affected receivers in the area adjacent to the Darley Road civil and tunnel site (C4) at Leichhardt is incorrect and wrongly minimises the actual number of Highly Noise Affected receivers. Many residents in Charles St and Hubert St were highly affected by noise from works conducted during the renovation of 7 Darley Rd in 2016. In Hubert St, residents at least as far as No 31 and No 32 Hubert St were affected. The affected properties are not correctly reflected in the EIS.
- I object** to the EIS because it underestimates the number of residents that will be highly affected by noise. It does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site.
- I object** to the Darley Rd site because of the level of noise that the trucks will cause.

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

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

Name:			
Address:		Suburb	Post Code
Signature:			
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I object to the WestConnex M4-M5 Link proposals as contained in the EIS application #SSI 7485 for the reason(s) set out below.

#### Pedestrian and cyclist movements

1. I object to the EIS because it fails to describe the temporary changes to Darley Road, Leichhardt to enable access to and from the ancillary facility that would likely be required in relation to the Darley Rd site and instead allows for the final plan to be decided by the contractor.

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

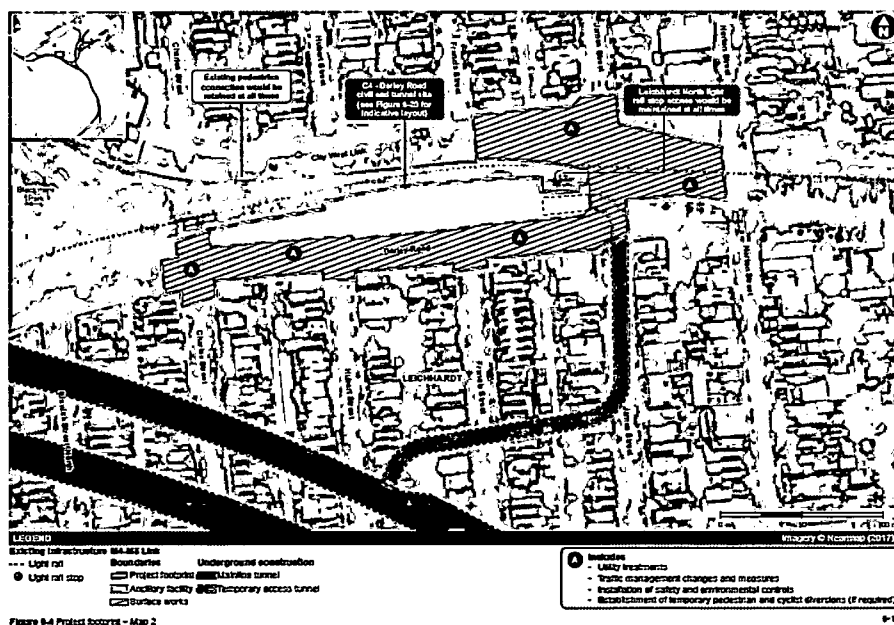
'Temporary changes to Darley Road to enable access to and from the ancillary facility would likely be required. These may include changes to line marking to provide a temporary turning lane for construction traffic and temporary diversions to the pedestrian path on the northern side of Darley Road. These would be confirmed during detailed design following the appointment of a design and construction contractor and in consideration of the safety and function of the road network, maintaining access to the Leichhardt North light rail stop and providing for continued pedestrian and cyclist movement.'

It is not clear how continued access, pedestrian and cyclist movement will be preserved and I am concerned that the impacts have not been correctly identified and assessed by the proponent.

I object to the fact that I am denied the opportunity to assess the impacts of all options. I object to the fact that I will have no right or opportunity to have input into detailed design following the appointment of a design and construction contractor.

#### Light rail access

2. I object to the EIS because it does not guarantee that the existing access to the Leichhardt North light rail stop would be maintained at all times. Fig 6-4 indicates that only the eastern access will be maintained. This greatly disadvantages the elderly and disabled who have to walk up a steep hill to the eastern access. If the proponent cannot guarantee access to the Leichhardt North light rail stop from the existing entry points or from points that are accessible to all then the Darley Road, Leichhardt construction site should be abandoned. The proponent should be directed to find a site where its operations will not impact on users of the Light Rail.



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

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

Name: [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: [REDACTED]	Date 26/9/17

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

• **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.

**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

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Declaration: I have not made any reportable political donations in the last 2 years.			
Signed:		Date	26-9-2017

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

- **Contaminated site**

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

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

The proponent's plan for the Darley Road Civil and Tunnel Construction site at Leichhardt involves demolition, earthworks, construction and track-out (the transport of dust and dirt from the construction/demolition site onto the public road network on construction vehicles).

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

- **Asbestos contaminated site**

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

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

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

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

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

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

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Signed:		Date	26/9/17

**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.

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 with 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.

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

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

#### Cumulative impacts of aircraft noise and construction noise

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

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

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

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

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

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

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

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

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

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

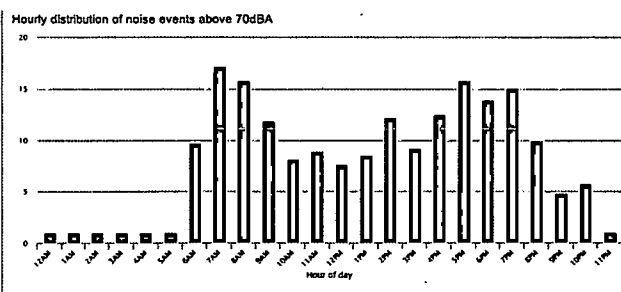
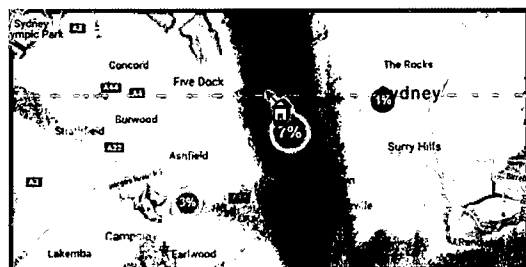
Every additional 10 decibels of night-time aircraft noise appeared to result in a 69 per cent increased risk of high blood pressure, also known as hypertension.

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

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

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

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



**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

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Please include my personal information when publishing this submission to your website <input checked="" type="radio"/> Yes / <input type="radio"/> No			
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Signed:		Date	26/9/17

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

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

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

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

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

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

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Application name - WestConnex M4-M5 Link

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

#### Noise impacts from trucks

- I object** to the Darley Road civil and tunnel site (C4) at Leichhardt because engine noise from the trucks approaching the intersection up the grade would be a constant source of annoyance to residents of Darley Road down to its intersection with Charles Street.
- The independent engineer engaged by the Inner West Council Jim Holt also came to this conclusion in his report to the Council. SMC have not recognised this impact in the EIS. They sent a response to the Council as follows:  
**'Response:** Noise from construction traffic using the public road network is assessed under the Roads and Maritime Noise Criteria Guideline (NCG), which documents Roads and Maritime's approach to implementing the Road Noise Policy (RNP). Under the NCG, an initial screening test is carried out to determine whether noise levels would increase by more than two decibels (dBA). This represents an increase in the number of vehicles of approximately 60 per cent due to construction traffic or a temporary reroute due to a road closure. Where increases are 2dBA or less, then further assessment is required as noise level changes would most likely not be perceptible to most people. Where noise levels increase by more than 2dBA (i.e. 2.1 dBA or greater) further assessment is required using criteria presented in the NCG.  
Darley Road is currently being used by heavy vehicles and light commercial vehicles (construction, delivery etc) that contribute to background noises. The predicted traffic noise increase (dBA) at the Darley Road site is around 0.5dBA.'
- You do not need to be an acoustic engineer to know that truck and dogs are very noisy and that local residents will be impacted greatly, especially those close to where trucks will be accelerating and decelerating. Darley Road, Leichhardt is not currently experiencing 14 truck and dog movements an hour during peak time stated in the EIS and an unknown (but presumably greater) number of truck movements within off peak construction hours. This is a truck movement every 3-4 minutes during peak. Assuming that they will increase truck movements during off peak residents can expect a truck every 2-3 minutes. We do not need a screening test or assessment to tell us that residents will be subjected to extreme levels of truck noise.
- SMC's response does not acknowledge this and does not refute Jim Holt's conclusion that residents will be impacted. SMC's response like the proponent's EIS fails to acknowledge the true impact of the Darley Road civil and tunnel site (C4) at Leichhardt.
- The resident's of Darley Rd, Francis, Hubert and Charles St have little acoustic protection against the noise of truck engines, exhaust and brakes and non is contemplated in the EIS.
- Commercial trucks are very loud; a standard diesel engine produces approximately 100 decibels (dB) of noise. Engine braking noise can be disturbing both because it is loud and also as it has a distinctive characteristic modulation. Engine braking noise is caused by pulses of gases being emitted from the truck exhaust system, giving a 'machine gun' sound.
- I object** to the Darley Road civil and tunnel site (C4) at Leichhardt because the truck noise impacts for residents will be too great for the extended period of construction involved and the Darley Road civil and tunnel site (C4) at Leichhardt should be rejected on this basis.
- I object** to the EIS because the proponent incorrectly asserts construction traffic is unlikely to result in a noticeable increase in LAeq noise levels at receivers along the proposed construction traffic routes (Darley Road, Leichhardt and City West Link). This does not take account of the impact of vehicle noise from fully laden spoil trucks driving up the very steep incline from Darley Rd to the City West Link. It does not take account of the noise impact of vehicles using air brakes down the same incline and braking to enter the site. The impact of these will be substantial.



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

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

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

#### Hours of operation

- I object** to the EIS and the Darley Rd construction site. The proponent should be directed to abandon its plan for a dive site as it is clear impacts are too great for the community. At the very least the site should be restricted to standard construction hours for all operations above ground and there should be no shifts commencing or ending outside of standard construction hours. The proponent should be directed to find a site where its operations will not impact on residents outside of standard construction hours.
- I object** to the EIS because it is effectively a 24 hour operation despite the fact that the proponent represents that spoil removal from this site would only occur within standard construction hours.

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

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

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

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

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

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

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

- I object** to the EIS and the Darley Rd construction site. The proponent should be directed to abandon its plan for a dive site as it is clear impacts are too great for the community. At the very least the site should be restricted to standard construction hours for all operations above ground and there should be no shifts commencing or ending outside of standard construction hours. The proponent should be directed to find a site where its operations will not impact on residents outside of standard construction hours.
- I object** to the EIS because the proponent/contractor would only have to keep local residents, businesses and the NSW EPA informed about works outside standard day time construction hours at the site. Local residents, businesses and the NSW EPA would have no right to limit works outside standard day time construction hours at the site. As we have seen with other stages of WestConnex this leads to devastating impacts for residents who must endure significant periods of exposure to out of hours works which involve noise, lights and disturbance.

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

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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I object to the WestConnex project team and workers that pay scant regard to the Department of Planning's Conditions of Approval. Residents are left without protection from unscrupulous sub-contractors and their workers who are not held to account by any Authority to mitigate resident impact.

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

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**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for [REDACTED] (object)

**From:** system@acelo.com On Behalf Of [REDACTED]  
**Sent:** Sunday, 15 October 2017 6:46:05 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details for Corinne Sellers (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:

[REDACTED]

[REDACTED]

Content:

[REDACTED]

[REDACTED]

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 over 20 years at our home at [REDACTED]. 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.

6. 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.

7. 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.

8. 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.

9. 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.

10. 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.

11. 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.

12. 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.

13. 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 jeopardise 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 to 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.

14. 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.

15. 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.

16. 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.

17. 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 surrounding area highly polluted. This is not acceptable. There are also at least 4 schools of Primary age children well within one kilometer of these Stacks. Young children are the most vulnerable to pollution related disease.

18. 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.

19. 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.

20. 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.

21. 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 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.

Sincerely,

[REDACTED]

IP Address: - [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227696](https://majorprojects.accelo.com/?action=view_activity&id=227696)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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



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

### Tunnel depths

27. Tunnel depths the tunnel depths for the Leichhardt area as low as 35 metres. This creates and unacceptable risk of damage to homes due to settlement (ground movement). The EIS acknowledges that at tunnelling at 35 metres and less this is a real risk. There is no mitigation provided for this risk. Instead, it states that properties will be repaired at the Government's expense. However no details or assurance as to how this will occur are provided. The project should not be approved with such tunnelling depths permitted and with no detail as to the extent of damage and how and when it will be repaired. It will lead to the situation where residents and businesses are forced to engage structural engineers and lawyers to prove that the damage was linked to Westconnex works, with no assurance that this property damage will be promptly and satisfactorily fixed.

### Ventilation facilities

28. The EIS states that, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS.

### SCHOOL SPECIFIC SUBMISSIONS

#### Impact on safe walking and riding to schools

29. Many students walk or ride to Orange Grove and Leichhardt Secondary College schools via Darley Road. There are also a number of childcare centres very close to the Darley Road site.

30. 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.

#### Local roads - prohibited truck movements

31. All of the streets abutting Darley Road identified as NCA 13 (James Street to Falls Street) should have a strict prohibition on any truck movements and worker contractor parking. These homes are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. The EIS needs to prohibit outright truck movements (including parking) and worker parking on all of these streets.

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

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

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

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

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

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Application Name: WestConnex M4-M5 Link	Signature: [REDACTED]
Please <u>include</u> my personal information when publishing this submission to your website Declaration : I <u>HAVE NOT</u> made any reportable political donations in the last 2 years.	

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

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

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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 <u>HAVE NOT</u> made any reportable political donations in the last 2 years.	

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

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

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	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 <u>HAVE NOT</u> made any reportable political donations in the last 2 years.	

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

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

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

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

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

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

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: [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 <u>HAVE NOT</u> made any reportable political donations in the last 2 years.		

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

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

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

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

Name:.....

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

### Noise impacts

23. The EIS indicates that 36 homes will have unacceptable noise impacts for extended periods at the Darley road construction site. The EIS does not mention the cumulative impact of aircraft noise in the Leichhardt or St Peters area, and therefore does not reflect the true impact of construction noise on the amenity of nearby residents and businesses. The noise impacts of construction are not able to be mitigated to an acceptable level and the EIS should not be approved on this basis.

### Alternative truck movement proposal

24. We object to the selection of the Darley Road site on the basis that it provides for daily movements of 170 heavy and light vehicles accessing Darley Road. This creates an unacceptable risk to the safety of pedestrians accessing the North Leichhardt light rail stop as well as bicycle users accessing the bicycle route on Darley Road and entering Canal road to join the dedicated bike paths on the bay run. Many school children cross at this point to walk to Orange Grove and Leichhardt Secondary College. The EIS states that an alternative truck movement is proposed which involves use of the City West Link with no trucks to access Darley Road. The selection of Darley Road should not be approved if it involves any truck movements on Darley Road, which is what it currently provides.

### Parking

25. No workers associated with the WestConnex project should be permitted to park on local streets. Parking is at a premium in this area and many residents do not have off-street parking. The removal of 20 car spaces for five years as is proposed on Darley Road will worsen this situation as will the removal of 'kiss and ride facilities' at the light rail. There is also a pre-DA application for 120 units on William Street which is not taken into account in the EIS. This will place further stress on parking. The EIS needs to outright prohibit any worker parking on local streets.

### Installation of a permanent motorway operations complex

26. We object to the location of a permanent substation and water treatment plant following the completion of the project on the Darley Road site. This will limit the future uses of the land and the community has been continually assured that the land, which is Government-owned, would be available for community purposes. The presence of this facility will forever prevent the ability for safe and direct pedestrian access to the light rail stop, with users required to walk down a dark and winding path. It will also limit the future use of the site. If a permanent facility is to be located then it should be moved to the north of the site so that it is out of sight of homes and has less visual impact on residents.

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



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

Name:.....

Signature:.....

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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

### EIS is Indicative only

1. The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. The EIS states 'the detail of the design and construction approach is indicative only based on a concept design and is subject to detailed design and construction planning to be undertaken by the successful contractors.' Therefore this entire process is a sham as the extent to which concerns are taken into account is not known as the contractor can simply make further changes. As the contractor is not bound to take into account community impacts outside of the strict requirements and as the contractor will be trying to deliver the project as quickly and cheaply as possible, it is likely that the additional measure proposed with respect to construction noise mitigation for (example) will not be adopted. The EIS should not be approved on the basis that it does not provide a reliable basis on which to base the approval documents. It does not provide the community with a genuine opportunity to provide meaningful feedback in accordance with the legislative obligation of the Government to provide a consultation process because the designs are 'indicative' only and subject to change. Because of this the EIS is riddled with caveats and lacks clear obligations and requirements for project delivery. The additional effect of this is that the community and other stakeholders such as the Council will be unable to undertake compliance activities as the conditions are simply too broad and lack any substantial detail.

### Overlap in construction periods

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

### Human health risk (Executive Summary xvi)

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

### Jobs created

4. The EIS is misleading because it discusses the creation of 14,350 direct jobs during construction. It omits the fact that jobs have also been lost because of acquisition of businesses, many of which were long-standing and employed hundreds of workers. (Executive Summary xviii)

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### Use of local roads by trucks

19. The EIS currently permits trucks to access local roads in 'exceptional circumstances', which includes queuing at the site. Given the constraints of the site (and based on experience with cars accessing the site for Dan Murphy's), queuing will be the norm and not the exception. The EIS needs to be amended to rule out queuing as an exceptional circumstance which allows trucks to use local roads.

### Local roads - prohibited truck movements

20. All of the streets abutting Darley Road identified as NCA 13 (James Street to falls Street) should have a blanket prohibition on any truck movements and worker contractor parking. These hoems are already suffering the worst construction impacts of the work on the site and should be spared the further imposition of lack of parking and additional noise impacts. These streets are not constructed for heavy vehicle movements and on this basis should also be ruled out. The EIS needs to prohibit outright truck movements including parking) and worker parking on all of these streets.

### Requirement to use public transport or are bussed in by contractors

21. The EIS needs to require that all workers are bussed in or use public transport such as the light rail with no parking whatsoever permitted on local roads at the Darley Road site. This is justified because the site provides 11 car spaces for an estimated 100 workers a day on site. The project cannot be approved on this basis without a strict requirement on workers to use public transport or project provided transport and a prohibition needs to be in place against parking on local streets. The EIS needs to require that this restriction is included in all contracts and in the relevant approval documentation.

### Alternative truck movement proposal

22. The EIS states that an alternative truck movement is proposed which involves use of the City West Link and no need for spoil trucks to access Darley Road. This proposal is supported, subject to further information about potential impacts being provided. The EIS should not be approved on its current basis which provides for 170 heavy and light vehicles accessing Darley Road on a daily basis. This will create unacceptable safety issues and noise impacts for adjacent homes while also compromising pedestrian and bicycle access to the light rail and bay run. It will also lead to truck chaos on this critical arterial road providing access to and across the City west Link. The current proposal which provides for truck movements solely on Darley Road should not be approved and approval should only be given to the alternative proposal. I repeat however my objection to the selection of this site altogether, but propose the least worst impact should be chosen if this site is to be used.

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## Property acquisitions

10. The construction and operation of the project will result in 51 property acquisitions. We object to the project in its entirety because of this impact. We note that a number of long-standing businesses have been acquired and that many families and businesses in earlier stages have been forced to go to court to seek fair compensation. We object to the acquisition in particular of the Dan Murphys site. The business was substantially renovated and a new business opened with full knowledge of the likely acquisition. We object to it being acquired and compensated in this circumstances and call on the Government to investigate the circumstances which led to this occurring (Executive Summary xvii)

## Noise barriers

11. No noise barriers have been proposed. This is unacceptable and appropriate noise barriers should be included in the EIS for consideration. (Executive Summary xvii)

## Risk of settlement (ground movement)

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

## Ambient air quality

13. There is no evidence provided in the EIS that the ventilation outlets will be date. The EIS simply states that 'the ventilation outlets would be designed to effectively disperse the emissions from the tunnel and are predicted to have negligible effect on local air quality (xiv, Executive Summary). This is inadequate and details of the impacts on air quality need to be provided so that the residents and experts can meaningfully comment on the impact.

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## IRON COVE AREA

14. The EIS states that 'a preferred noise mitigation option' would be determined during 'detailed design'. This is unacceptable and residents have no opportunity to comment on the detailed designs. The failure to include this detail means that residents have no idea as to what is planned and cannot comment or input into those plans. (Executive Summary xvi)

## Removal of vegetation

15. The EIS states that all vegetation will be removed on the site which includes a mature tree. I object to the removal of the tree which creates a visual and noise barrier for residents from the City West Link. If the tree is removed it must be replaced with a mature tree as soon as the remediation of the site commences.

## Substation and water treatment plant

16. The proposal for a permanent water treatment plant and substation to the south of the site on Darley Road will prevent direct pedestrian access to the light rail station. It will affect the future uses of the site once the project is completed. The facility is out of step with the area which is comprised of low rise homes and detracts from the visual amenity of the area. This site is a pedestrian hub and will be a visual blight for pedestrians, bike users and the homes that have direct line of sight to the facility. It should not be permitted on this site.

## Relocation of the Substation and water treatment plant

17. The substation and water treatment plant should be moved to the north end of the site near the City West link. This will mean that the site is less visible to residents and most pedestrian access is at this end. There are no homes that will have direct line of sight of the facility if it is moved. This will also enable direct pedestrian access to the light rail without the need to use the winding path at the rear of the site which creates safety issues and adds to the time required to access the light rail stop.

## Future use of the Darley Road site

18. The site should be returned to the community as compensation for the imposition of this construction site in our neighbourhood for a 5 year period. If the substation and water treatment plant is moved to the north of the site, then the lower half of the site (which is the most accessible end) could be converted into open space with mature trees planted. As this site is immediately adjacent to the bay run, bicycle parking and other facilities that support active transport could be included. This would result increase the green space for residents and result in a pleasant green environment for pedestrians, rather than a fenced facility.

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### Unacceptable construction noise impacts

32. The EIS states that construction noise levels would exceed the relevant goals without additional mitigation. The additional mitigation is mentioned but not proposed. All possible mitigation should be included as a condition of approval. The EIS acknowledges that substantial above ground invasive works will be required to demolish the Dan Murphys building and establish the road. The EIS noise projections indicate that for 10 weeks residents will suffer unacceptable noise impacts. The EIS does not contain a plan to manage or mitigate this terrible impact. There is no detail as to which homes will be offered (if at all) temporary relocation; there are no details of any noise walls or what treatments will be provided to individual homes that are badly affected. The approval needs to contain detail as to how this unacceptable impact will be managed and minimised during the construction period and, in particular, during site establishment. I object to the selection of the Darley Road site on the basis that the works required (demolition and surface works) will create unacceptable and unbearable noise and vibration impacts for extended periods. The EIS indicates that at least 36 homes will basically be unliveable during this period. In addition, the planned 170 heavy and light vehicles will considerably worsen the impact of construction noise.

### No mention of aircraft noise

33. The EIS does not mention the impact of aircraft noise and its cumulative impact. As such, the noise levels identified are misleading. I object to the selection of the Darley Road site because of the unacceptable noise impacts it will have on surrounding homes and businesses.

### Risk of accidents

34. I object to the proposal to the Darley Road civil and tunnel site because of the unacceptable risk it will create to the safety of our community. Darley Road is a known accident and traffic blackspot and the movements of hundreds of trucks a day will create an unacceptable risk of accidents. On Transport for NSW's own figures, the intersection at the City West Link and James Street is the third most dangerous in the inner west.

### Trucks on local streets

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

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### Acquisition of Dan Murphys site

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

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Link

## Heritage impacts

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

## Property acquisition support service

6. The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)

## Biodiversity

7. The EIS states that investigation would be undertaken to confirm whether the Victoria Road bridge is a potential roost site for microbats. There will be attempts to 'manage potential impacts' if confirmed. This is inadequate. The project should not be permitted to impact on vulnerable species.

## Visual amenity

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

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

9. The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken 'during detailed design'. The Community should be given an opportunity to comment upon and influence the design and we object to the approval of the EIS on the basis that this detail is not provided, nor is the community (or other stakeholders) given an opportunity to comment or influence the final design.

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

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

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

- 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



**I submit my strongest objections to the M4-M5 Link proposals as contained in the EIS application # SSI 7485, and request the Minister to reject the application and require SMC / RMS to issue a true, not an 'indicative' and fundamentally flawed EIS**

Name:.....

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- The substation and water treatment plant should be moved to the north end of the site near the City West link. This will mean that the site is less visible to residents and most pedestrian access is at this end. There are no homes that will have direct line of site of the facility if it is moved. This will also enable direct pedestrian access to the light rail without the need to use the winding path at the rear of the site which creates safety issues and adds to the time required to access the light rail stop.
- Impacts not provided – Permanent water treatment plant and substation – The EIS states that there will be an office, worker parking and buildings to accommodate this facility on a permanent basis. It does not provide any detail as to – noise impacts, numbers of workers on site, any health risks associated with the facility. This is simply inadequate and the decision to locate this facility should be subject to a thorough assessment and approval process. It should not be approved as part of this EIS as there is simply no detail provided about the impact of this facility on the amenity of the area.
- 1599 residences or thousands of residents would have noise levels in the evening sufficient to cause sleep disturbance. The technical paper in EIS acknowledges that this is the case, even allowing for acoustic sheds and noise walls. Sleep disturbance has health risks including heightened stress levels and risk of developing dementia. This is simply not acceptable.
- The site should be returned to the community as compensation for the imposition of this construction site in our neighbourhood for a 5 year period. If the substation and water treatment plant is moved to the north of the site, then the lower half of the site (which is the most accessible end) could be converted into open space with mature trees planted. As this site is immediately adjacent to the bay run, bicycle parking and other facilities that support active transport could be included. This would result increase the green space for residents and result in a pleasant green environment for pedestrians, rather than a fenced facility.
- I oppose the destruction of any more of Sydney's heritage for WestCONnex. I am appalled that Sydney Motorway Corporation is seeking approval to tunnel under hundreds of highly valued heritage buildings in Newtown without any serious assessment of risk at all. This heritage belongs to all of Sydney.

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

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- ◇ The Project focuses on 'catering for traffic growth' (P4.15). This contradicts and undermines the NSW Government's Long Term Transport Master Plan and Future Transport web site which commit to an integrated approach to congestion management focussed on land use planning, demand management, public transport investment and "a coherent whole of network planning strategy", essentially aiming for growth in public transport and containing road demand to that required to serve the freight and servicing tasks.
- ◇ The NSW Government appears to have accepted the project as part of a State Infrastructure Strategy and other plans before a business case was even developed. There was no incentive to explore alternatives or to fully explore the costs and benefits. This process has been described as "lock in". Commitment escalates because a project appears in numerous policy documents. WestConnex is a clear example of government "locking in" commitment before detailed analysis had been undertaken. With the Government fully locked-in to WestConnex, these issues and inadequacies with the Updated Business Case are repeated in the EIS.
- ◇ 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.
- ◇ Crucially, to make the sale more attractive, the tunnels between Haberfield and St Peters will be built independently of the Rozelle Interchange. This is being done to de-risk the project for the private sector sale, as the tunnels can be built using known standards and technology and generate income from January 2023. It would appear that the building of the Rozelle Interchange is so risky that no contractor tendered for the contract in the original tender period.
- ◇ Noise impacts - Pyrmont Bridge Road site - The EIS indicates that residents will be subjected to severe noise impacts for up to 4 months, caused by the long-term construction work proposed for this site which includes 8 weeks to demolish buildings, followed by 6 weeks to establish construction facilities, with pavement and infrastructure works required (EIS, 10-112) The EIS contains limited mitigation proposed to manage such impacts.

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- ◇ The accuracy of the traffic modelling outputs can only be as good as the accuracy of the inputs. Projections of key inputs relating to population and employment become very unreliable beyond 10 or 15 years. In addition to this, the transport sector is facing a potentially significant disruption from connected, automated vehicles that may have a significant impact on traffic growth. This has not been considered or modelled.
- ◇ Because the strategic model does not limit the volume on road links and at intersection to their ceiling capacity; it cannot (and was not designed to) be used precisely as it is. A mesoscopic model, which can provide more a far greater level of detail than the strategic model used would have ensured a more thorough analysis of the networks' ability to cope with the traffic predicted.
- ◇ The EIS admits that impacts of construction of the M4-M5 Link will worsen traffic on Parramatta Rd. In these circumstances it is outrageous for motorists to be asked already to pay up to up to \$20 a day in tolls. I object to the fact that this is not considered or factored into the traffic analysis.
- ◇ The EIS focusses on the impact of construction traffic during commuter peak-hours. Given the EIS notes that construction-related vehicles will be limited during peak-hours, information should be provided on the impact of construction-related vehicles when both traffic volumes are higher – in particular during weekday lunch peak and

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: _____ Postcode _____
Application Name: WestConnex M4-M5 Link	Signature: [REDACTED]
<p><i>Please include my personal information when publishing this submission to your website</i>  <b>Declaration: I HAVE NOT made any reportable political donations in the last 2 years.</b></p>	

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

- The EIS admits that the increased traffic congestion around the St Peters Interchange will impact on bus running times especially in the evening peak hour and increase the time taken (2.5 minutes, which seems optimistic). The 422 bus and associated cross city services which use the Princes Highway are notorious for irregular running times because of the congestion on the Princes highway and cross roads, so an admitted worsening of the running time will adversely impact the people who are dependent on the buses. This will be compounded by the loss of train services at St Peters station while it is closed for the Sydney Metro build and then subsequently when it re-opens. In all the impact of the new M5 and the M4-M5 link is to worsen access to public transport significantly for the residents of the St Peters neighbourhood.
- The Concept Design was a woefully inadequate document totally devoid of any real depth of detail in terms of maps, scales, distances with only vague suggestions and glamorized Artist's Impressions of an idealized view of what Stage 3 would be like. It was another example of current city planning documents that consistently accentuate huge areas of tranquil green spaces with families and children out walking and riding bicycles in idealized parks and suburbs. All this is total PR spin and bears no reality about the real outcome of the build. It bears no reality as to what Stage 3 of Westconnex will be like.
- There has been no 'meaningful' consultation with the community. Some areas affected by M3/M5 have not even been letterboxed by SMC. These include St Peters and sections of Erskineville. The SMC received hundreds of submissions on its concept design and failed to respond to any of these before lodging this EIS.
- The EIS states that property damage due to ground movement "may occur, further stating that "settlement induced by tunnel excavation and groundwater drawdown may occur in some areas along the tunnel alignment". The risk of ground movement is lessened where tunnelling is more than 35 metres underground. (Vol 2B Appendix E p 1) The planned Inner West Interchange proposes tunnels which are astonishingly shallow eg John St at 22metres Hill St at 28metres Moore St 27metres. Piper St 37metres(Vol 2B Appendix E Part 2) Catherine St at 28metres(Vol 2B Appendix E Part 1). At these shallow depths, the homes above would indisputably sustain serious structural damage and cracking. Without provision for full compensation for damage there would be no incentive for contractors or Roads and Maritime Services to minimise this damage.
- It is outrageous to suggest that four unfiltered stacks would be built in one area, Rozelle



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

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Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- ❖ **Heritage items - Camperdown.** The EIS also acknowledges that the use of a rock-breaker at the outer extents of the project footprint will affect 73 residences, with five heritage items identified as having the potential to be within the 'minimum safe working distance'. While some mitigation 'considered', it is not mandated and the requirement to mitigate is limited to 'where feasible and reasonable'. The mitigation proposed seems in any event to comprise letter-boxing residents about the likely impacts! The protection of heritage items should be mandated, not just considered and there should be a strict requirement to protect such heritage items.
- ❖ **EIS is Indicative only - Pyrmont bridge Road site -** The EIS should not be approved as it does not contain any certainty for residents as to what is proposed and does not provide a basis on which the project can be approved. This is because the EIS states 'the detail of the design and construction approach is indicative only' and is subject to 'detailed design and construction planning to be undertaken by the successful contractors.'
- ❖ **The EIS 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.
- ❖ **While the Rozelle interchange remains committed to be opened in December 2023, the design is so preliminary and so complex that it needs to be treated as another stage of the project to ensure that potential private sector funders are willing to invest, knowing they can heavily modify and/or defer the Rozelle Interchange.**
- ❖ **The removal of Buruwan Park for road widening and the realignment of the Crescent is a particular loss of badly needed parkland.** This park was established as a nature corridor and a buffer to shield the local residents from City West Link, there are mature trees on this site, it was not intended as a children's recreational area with play equipment, the description in the EIS is inaccurate. Buruwan Park also has a main cycle route running through it. The alternative route being suggested is poor and takes no account of encouraging cycling as a mode of transport. The alternative routes are based on distance only and take no account of time taken or topography. Had this been done then this would have changed the assessment for the removal of the existing cycle/walkway bridge over the City West link. There is also no mention of this bridge being replaced after construction of the Westconnex. This is not acceptable.

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

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Application Number: SSI 7485

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 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.

- ❖ The EIS narrowly defines congestion as 'traffic congestion' rather than delays to reliable and efficient access to human capital, goods and services which reduces economic activity and productivity. This results in an incorrect and misleading assessment.
- ❖ 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.
- ❖ The Parramatta Road Urban Transformation project has been put on hold by the NSW Government for a number of reasons, including the uncertainties relating to traffic capacity on Parramatta Road following the construction of WestConnex. To claim this as a benefit is misleading. The project predicts increased traffic congestion on Parramatta Road without the transformation, which clearly is not a benefit, and potentially funnels traffic unable to penetrate the corridor into the privately operated toll road.
- ❖ 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
- ❖ 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

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

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Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name:  
 WestConnex M4-M5 Link

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

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

- o *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.*
- o *Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects ?*
- o *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.*
- o *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.*
- o *The EIS acknowledges that extra construction traffic will add to travel times across the Inner West and have a negative impact on businesses in the area. No compensation is suggested. These impacts are not been taken into account of evaluating the cost of WestCONnex.*
- o *The EIS lacks sufficient focus on traffic congestion in the suburbs of Alexandria and Erskineville. Are these being ignored because they will be even more congested than currently.*



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

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Signature:.....

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Department of Planning and Environment  
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Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

000987-M00026

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

✚ The Inner City Regional Bike Network has not been included among projects assessed under Cumulative Impacts. It is identified by Infrastructure Australia as a Priority Initiative and should be included.

✚ The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have proposals for Stages 1,2 and 3 and none achieve this goal. The community is asked to support this proposal on the basis of other major unfunded projects, which are little more than ideas on a map. This is NOT the way to plan a liveable city

✚ Visual amenity - Pyrmont Bridge Road site -  
The EIS acknowledges that visual impacts will occur during construction. However it does not propose to address these negative impacts in the design of the project. This is

unacceptable and the EIS needs to propose walls, plant and perimeter treatments and other measures at appropriate locations to lessen the impact on visual amenity.  
(Executive Summary xviii)

✚ Of the six areas of disturbance and 11 Historical Archaeological Management Units (HAMUs) identified in Chapter 20 of the EIS, none are within the Sydney LGA.

✚ Increased traffic cannot be accommodated in Central Sydney. It will further impede pedestrian movement and comfort and undermine easy access to public transport and reduce access to jobs over large areas of the city. It will undermine the attractiveness of Central Sydney to internationally competitive high productivity firms and their potential employees. Overall productivity is adversely affected.

✚ Map 2 in Vol 1A Chap 5 Pt 1 shows four intersecting tunnels, each 3 lanes wide, with four toll locations, apparently converging under Mayes, Young, Ferris, Moore, Catherine, Hill, John, Emma, Styles, Ilka, Paling, and the many other surrounding streets. The construction of four intersecting tunnels at varying depths in a spaghetti junction network would exacerbate ground settlement and vibrations, and cause homes most of which are Federation or earlier above the Interchange to be seriously impacted.

<p><b>Attention Director</b>  Application Number: SSI 7485</p> <p>Infrastructure Projects, Planning  Services,  Department of Planning and Environment  GPO Box 39, Sydney, NSW, 2001</p> <p>Application Name:  WestConnex M4-M5 Link</p>	<p>Name: [REDACTED]</p> <p>Signature: [REDACTED]</p> <p>Please <u>include</u> my personal information when publishing this submission to your website.  I <u>HAVE NOT</u> made reportable political donations in the last 2 years.</p> <p>Address: [REDACTED]</p> <p>Suburb: [REDACTED] Postcode [REDACTED]</p>
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I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

- 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.
- The impacts on The Crescent and Annandale are massive and were not sufficiently revealed in the Concept Design to enable residents to give feedback on the negative impacts on communities and businesses in the area.
- Are there other potentially serious problems with Sydney Water utility services (described at EIS 12-57) or with other utilities in other suburbs or along the proposed M4-M5 tunnel alignment? If so, the EIS proposals and application should not be approved till these are all disclosed, researched, surveyed and the resolution publicly published.
- It is clear that Annandale, Glebe, Rozelle and Lilyfield will be exposed to unacceptable health risks. With four unfiltered emissions stacks in the area plus a large number of exit portals, the residents of this area will suffer greatly from poisonous diesel particulates. This is negligent when you consider that, the World Health Organisation in 2012 declared diesel particulates carcinogenic. "As you are no doubt aware there are at least 5 schools that will be in the orbit of these poisonous fumes and children and the elderly are most at risk to lung ailments. Your Education Minister Rob Stokes declared in 2017, "No ventilation shafts will be built near any school."
- 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.
- 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 Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: [REDACTED]
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<p>Please <b>include</b> my personal information when publishing this submission to your website  <b>Declaration</b> : I <b>HAVE NOT</b> made any reportable political donations in the last 2 years.</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. 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)
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 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.
5. 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.
6. 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.
7. 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)

[REDACTED]

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

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I object to the EIS in its entirety and in particular for its horrific construction and operation impacts on the suburb of St Peters.

I object to: • The loss of trees • The loss of much-needed green space (part of Sydney Park) • The additional pollution from more traffic and ventilation stacks • The demolition of homes

I believe the project will mean: • More traffic congestion • More pollution • Loss of amenity • Health impact.

The whole point of WestConnex was to connect to the airport and Port Botany, however this will not be achieved.

Even the Environmental Impact Statement for Stage 3 admits that the traffic around St Peters will be worse when both stages are completed. This means more exhaust fumes from the tunnels and additional car emissions from the traffic. Car emissions and diesel exhaust fumes are a risk to our health.

The traffic coming out of the proposed interchange will filter into Bourke and Gardeners Roads which are both already traffic jams. Therefore, it will cause even more rat running through the local streets of St. Peters, Rosebery and surrounds. 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 believe the money being spent on WestConnex should have been invested in public transport, not more roads. The WestConnex motorway is the wrong transport project for Sydney's future, a report commissioned by City of Sydney Council says. The WestConnex will not deliver for taxpayers or the travelling public.

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED] at [REDACTED]

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



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

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

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

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

This scheme is a monstrosity and should never have been placed on the drawing board. We need better public transport not more cars on our roads! Are we really that backward in our thinking? Take a look at the metro in Hong Kong. It works! It's time for a little humility and a return to the drawing board to look at other options!

The Rozelle Interchange is totally unacceptable to our community as are the exhaust stacks on Victoria road which are located in the close vicinity of a primary school. These proposals have caused massive upset to our community.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, [REDACTED]

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

Please reply to [REDACTED]

at [REDACTED]

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

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

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

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

As a resident of Leichhardt, a mother, and someone who cares deeply about my community, I object to this proposal in the strongest possible terms. WestConnex represents everything that is wrong with politics in NSW today. From the myopic vision on which it was founded, to poor planning, shambolic community consultation and outright corruption, this retrograde project will do nothing to help those in Western Sydney (where I grew up) who desperately want a reliable rail service, nor will it make any meaningful impact on Sydney's worsening transport crisis. Furthermore, it will only damage more NSW communities as it unfolds.

Specifically, I object to this proposal in its entirety and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below.

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

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

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

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

I object in the strongest possible terms 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. Furthermore, 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 and that all work should be suspended immediately pending the outcome of ICAC's investigation.



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, are moot.

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. To not make the report public is unconscionable and only serves to perpetuate the widely held belief in the community that this government, and the SMC, are corrupt.

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. This is thoroughly unacceptable. Consultation is not the provision of glossy brochures, light on detail, which minimise the negative aspects of a project and state that every impact will be managed by a 'plan'.

The high number of residents in both Haberfield and Leichhardt who would require mitigation for horrific night noise is unacceptable, particularly because promises of mitigation in Haberfield and St Peters during Stage 2 have not offered adequate protection. The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner Council Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site (James St and City west Link), based on TfNSW's own data, is the third most dangerous intersection in the inner west. Despite that, SMC wishes to bring in 100 heavy vehicle movements a day, plus an additional 70 light vehicle movements. There have been two fatalities directly out front the proposed site and it is beyond 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](mailto:campaigns@good.do), however [REDACTED] provided an email address [REDACTED] which we included in the REPLY-TO field.

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

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

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

. Please do the right thing for the residents of Sydney, now and into the future.

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

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

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

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

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

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

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

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

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



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

Yours sincerely, [REDACTED]

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Please reply to [REDACTED] at [REDACTED]

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Sunday, 15 October 2017 6:05:03 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 the unfiltered ventilation facility proposed for Victoria Road, near Terry Street in Rozelle.

Due to the health risks already admitted by WestConnex to our local community (including a primary school, pre-school and secondary school only a few hundred metres away from the proposed facility), I request that the facility be moved to the Rozelle Goods Yard, to ensure the most vulnerable members of our community are not exposed to unnecessary health risks.

Yours sincerely,

[REDACTED]

IP Address: [REDACTED]  
Submission: Online Submission from [REDACTED] (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227680](https://majorprojects.accelo.com/?action=view_activity&id=227680)

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

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

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 07:23:16 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for samantha Goodridge (object)

**From:** system@acelo.com On Behalf Of samantha Goodridge  
**Sent:** Sunday, 15 October 2017 6:23:06 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for samantha Goodridge (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: samantha Goodridge  
 [REDACTED]  
 [REDACTED]

rozelle, NSW  
 2039

Content:

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 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?

  
Submission: Online Submission from samantha Goodridge (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227684](https://majorprojects.accelo.com/?action=view_activity&id=227684)

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

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



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 07:26:30 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Samantha Goodridge (object)

**From:** system@accelo.com On Behalf Of samantha Goodridge  
**Sent:** Sunday, 15 October 2017 6:26:02 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Samantha Goodridge (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Samantha Goodridge  
 [REDACTED]  
 [REDACTED]

rozelle, NSW  
 2039

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

To Whom it may Concern:

REF: OBJECTION TO WESTCONNEX M4/M5 LINK EIS PROJECT NUMBER SSI 16\_7485

As a parent of a young child currently attending Rozelle Public School, and resident within 200m of the proposed M4-M5 Link, I write to express my strong objection to the WestConnex M4-M5 Link EIS for the following reasons:

#### INDICATIVE AND UNPROVEN DESIGN

- \* The indicative design is not final, which means that the successful contractor can then change the design, safety and hazard management plans and any other details of the design without referral or oversight by the Department or consultation with the community.
- \* Sydney Motorway Corporation has not identified any similarly large and complex underground interchange anywhere else in the world, which has resulted not only in no tenders for the project, but the Government's rejection of the one tentative prospective bid.
- \* This means that any projections or models underpinning the assumptions of this EIS are based on pure speculation, without any real data or precedent to support it. It is ridiculous to approve such a vague and untested design without any evidence whatsoever that it can actually be constructed, much less completed safely, on time and on budget.

#### CHANGE IN ENTITY ADMINISTERING AND MANAGING CONSTRUCTION TENDER

- \* Furthermore, given that RMS is now responsible for administering and managing the bid, the EIS should be reissued, given that RMS has vastly different modelling, monitoring and engineering criteria than SMC.

## HEALTH AND TOXIN ISSUES DURING CONSTRUCTION

\* The current EIS proposes 3 to 4 years of 24/7 construction of a tunnel entrance/exit on Victoria Road approximately 200m from Rozelle Public School and Preschool (the School).

\* It also proposes four unfiltered tunnel exhaust ventilation stacks; one 200m North West of and at a lower elevation to the School in line with prevailing winds, and the other 600m South of the School, also in a secondary prevailing wind direction, which will shower unfiltered emissions and toxic particular matter down on our children while at school, as they walk to and from the School, as they play at the School and in their own back yards and at local parks, and while they sleep in their beds which will lead to adverse health effects on our children due to the unfiltered exhaust emissions.

\* It also proposes buildings adjacent to or nearby the School being demolished for construction sites, leading to more dust and noise pollution, and unsafe demolition methods being used as evidenced at other WestConnex sites which poses a serious risk to our children's safety.

\* Construction within 500m of the School between 7am and 6pm Monday to Friday will result in adverse health, safety, educational, developmental and well-being effects on children due to its proximity and during exactly the entire time that our children are present on School grounds.

\* Construction noise and vibration from trucks and tunnelling for 24 hours a day, 7 days a week for a period of months or years which will;

- o Adversely affect our children's opportunities to learn and play during these times;

- o Adversely affect those of our children in Preschool to adequately rest during nap-times;

- o Further exacerbate and potentially endanger those of our children afflicted by pre-existing respiratory conditions;

- o Be deleterious to learning outcomes for those of our children suffering learning disabilities;

- o Is likely to result in the disturbance of lead and other soil pollutants known to be present in the soil throughout Rozelle which will be dispersed throughout the surrounding area, including the School.

\* Will have an adverse impact on our children's sleep, leading to impaired cognitive processing and compromised learning

will adversely affect the children living to the North West of the construction site, in the area between Victoria Road, Springside Street and Byrnes Street as the road closures will isolate them and make it impossible for them to walk to school.

\* Using all or part of King George Park and Oval as a construction site due to its proximity to the School and the use of this site will;

- o Impede the children's ability to participate in the School cross country carnival or the athletics carnival which are normally held at King George Oval, and pose a safety risk when the children walk to and from the School and the Oval to attend the carnival;

- o Be detrimental to the health of the children participating in the School swimming carnival which is normally held at Drummoyne Swim Centre due to the proximity of exercising close to the construction site;

- o Be detrimental to the general health and well-being of the children who use this park, playground and oval as their only means of recreation, as Rozelle is already severely lacking in safe open spaces for children to play in.

&#8195;

## PREVIOUS ENVIRONMENTAL FAILURES DURING CONSTRUCTION

\* 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.

\* Indeed, there are no details of how lead-contaminated soil, asbestos, dioxins and other toxins and spoil will be safely removed without airborne particles being emitted during demolition, excavation and construction in Rozelle.

\* 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.

\* Similarly, residents in Beverley Hills and Haberfield have suffered catastrophic failures to contain toxic loads such as asbestos, with contractors failing to quarantine and cover outgoing loads during demolition

and excavation.

\* The Environmental Impact Statement for Stage 3 admits that the traffic and emissions around Rozelle and Drummoyne 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.

#### PROXIMITY TO SCHOOLS OF UNFILTERED SMOKESTACKS AND PARKS

\* It is even more disturbing that one of these stacks, proposed for the Iron Cove entrance to the interchange, is less than 100 metres from Rozelle Primary School and Kindergarten and less than 400 metres from Sydney Secondary College, Balmain, putting the health and lives of nearly 2000 young children and adolescents at risk at these schools, and a further three schools within a 3km danger zone from these unfiltered smokestacks.

\* This is exacerbated by the fact that, combined with 3-4 similarly unfiltered and even larger smokestacks at the Rozelle Goods Yard, Rozelle will suffer the highest concentration of unfiltered smokestacks in a 1km radius in Australia.

\* Using all or part of King George Park and Oval as a construction site due to its proximity to the School and the use of this site will;

- o Impede the children's ability to participate in the School cross country carnival or the athletics carnival which are normally held at King George Oval, and pose a safety risk when the children walk to and from the School and the Oval to attend the carnival;

- o Be detrimental to the health of the children participating in the School swimming carnival which is normally held at Drummoyne Swim Centre due to the proximity of exercising close to the construction site;

- o Be detrimental to the general health and well-being of the children who use this park, playground and oval as their only means of recreation, as Rozelle is already severely lacking in safe open spaces for children to play in.

\* I note that Education Minister Rob Stokes declared this year that "I won't be party to putting stacks near kids. There's no way in hell I'd support any development that put the lives of pupils, teachers and parents at risk" and that "no ventilation stacks would be built near any school" in his electorate.

\* In 2007, when proposing the Roads Amendment (Lane Cove Tunnel Filtration Bill) 2007, calling for filtration on stacks for the Lane Cove Tunnel, Planning Minister Anthony Roberts then declared that "this is about life and death..." adding that

"I believe the totality of the evidence is beyond reasonable doubt in favour of installing filtration and makes it obligatory for Government to unanimously endorse the installation of filtration technology in tunnels and stacks as a responsibility and a duty of care.

It is well known that these particulates cause problems and issues for unborn children. They cause asthma in young people and prevent the normal development of healthy lungs in children.

It is now world's best technology to filter tunnels. It seems that the only place in the Western Hemisphere that ignores the overwhelming and significant medical evidence about the danger of particulates from these tunnels and the significant health problems they cause young people and older people is New South Wales, and it is something that needs to be addressed."

\* In supporting this motion, Premier Gladys Berijiklian asked: "Why won't the Government allow people to sleep at night, knowing their children aren't inhaling toxins that could jeopardise their health now or in the future?"

\* This is especially concerning given SMC has acknowledged traffic and emissions will increase as a result of increased traffic, particularly by diesel-fuel heavy freight vehicles, using the tunnel. 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.

\* They will increase the concentration of air pollution at the tunnel entrance, given that the Iron Cove Bridge and Victoria Road in Drummoyne are already at capacity, which will lead to stop/start and slow moving traffic at the entrance.

\* If the Premier, Planning Minister and the Education Minister can all fight for the health of children in their electorates, why can't they do the same for all children in NSW?

\* Peter Jones, Project Manager of the M4-M5 Link and Rozelle Interchange and Andrew Mattes of RMS

have both said they can move the stacks wherever they want, and Jones has stated he'd prefer the Terry Street stack next to Rozelle Public moved to the Rozelle Goods Yard. Therefore, I ask that the stack is moved to this location to avoid any potentially damaging impact on children's health, happiness and education.

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#### INCREASE IN EMISSIONS NEAR SCHOOL

- \* The proposed interchange and tunnel increase car emissions, which are already responsible for the high levels of lead polluting the air at Rozelle, and the increased traffic volumes due to the tunnel will result in increased lead emissions from both the tunnel entrance and the unfiltered exhaust stacks

- \* This has been acknowledged by SMC and RMS, with their air quality expert saying in a meeting with Rozelle Public School parents on 20 September that this was calculated to be "approximately 0.2 children (morbidity) per annum."

- \* Given this figure, and the fact that SMC is using dying children as a unit of measurement, what modelling or monitoring has it been using to budget for this morbidity in children, and why has it not released these figures? Where can we find this information and have it independently audited?

- \* Why won't SMC commit to independent monitoring or measuring of air quality at Rozelle Public School or on the proposed route of the interchange, to provide a benchmark to measure future emissions by?

#### ENGINEERING AND GOVERNANCE ISSUES WITH DARLEY ROAD SITE

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

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

#### FLAWED BUSINESS PLAN AND INACCURATE MODELLING

- \* 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.

- \* It is absurd that while many of the pollutants and toxins that SMC have acknowledged will increase as a result of thousands more vehicles entering the interchange are also found in cigarettes, that while we filter cigarettes, SMC (or RMS) are proposing to install 3-4 massive pollution smokestacks in such a small and densely populated area of less than 1km - more than anywhere else in Australia, and potentially endangering the lives of thousands of people.

- \* 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.

- \* 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)

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

#### FAILURE TO PROVIDE ADEQUATE AND TRANSPARENT INFORMATION, COMMUNITY CONSULTATION OR TRAFFIC MANAGEMENT PLANS DURING AND AFTER CONSTRUCTION

\* SMC does not provide adequate information to provide more detailed feedback and objections, and without any consultation with us and our community, we must object to the current very vague and potentially disastrous proposals being put forward by SMC.

\* 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 cancelled all meetings with no notice or reason given with parents of Rozelle Public.

\* 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.

\* This would be even worse for residents and students surrounding proposed works in Rozelle for the interchange, given that the proposed work site on Wellington Street is only 100 metres from Rozelle Public School, and works sites near King George's Park less than 10 metres from homes and parkland.

\* The Darley Road proposed construction site has been rejected as highly unsuitable by the Inner Council Council, its traffic planners and the independent engineer appointed by the council. In fact, the intersection near the site 9 James St and City West Link, based on TfNSW's own data, is the third most dangerous intersection in the inner west.

\* Despite that, SMC wishes to bring in 100 heavy vehicle movements a day, plus an additional 70 light vehicle movements. There have been two fatalities directly out front the proposed site and it belied belief that SMC could seriously consider running hundreds of trucks and heavy machinery into a known traffic and accident black spot.

\* The tunnel will increase the road safety hazards to our children when walking and cycling to school during construction due to the volume of heavy construction vehicles as evidenced at other existing WestConnex construction, in particular along Victoria Road, Darling Street, Wellington Street, Terry Street and all side streets adjacent to these roads and within 200m of the School

\* SMC offers no traffic plans for children to safely walk and cycle to School after construction, particularly near tunnel entrances

\* SMC offers no traffic plans or contingencies to prevent rat runs and increased traffic volumes in residential streets in the catchment area by drivers seeking to avoid tolls

\* SMC provides no assurances that current pedestrian crossings across Victoria Road between Toelle Street and Terrey Street, Moodie Street and Terry Street are preserved, or safe and convenient alternatives are found both during and after construction

\* SMC provides no assurances that current bus routes and stops on Victoria Road are preserved, or alternative safe and convenient routes and stops are instated both during and after construction

\* SMC provides no assurances that current cycle paths on Victoria Road are preserved, or alternative safe and convenient cycle paths are instated both during and after construction

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THEREFORE, I ASK THAT:

\* Air quality monitoring be independently conducted and audited at the school before, during and after construction

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

- \* Truck management plans to ensure children's safety near the school during and after construction
  - \* Traffic management plans to avoid rat runs within 2 blocks of the school during and after construction
  - \* Limitations on construction hours, especially above ground, to business hours only
  - \* Adequate and independently monitored hazard plans during construction, especially work site safety and the quarantining and removal of toxic materials during demolition, excavation and construction
  - \* Adequate protection against excessive noise, dust, vibration and pollution during construction for the school and residents during and after construction, such as air-conditioning, sound proofing, double glazing
  - \* A compensation fund established to protect and repair residents' homes from structural and other damage caused by construction
  - \* A compensation fund established to protect and repair the school from structural and other damage caused by construction
  - \* A compensation fund established to address residents' and childrens' health impacts and illnesses caused by construction and the operation of the tunnel in Rozelle, Lilyfield, Balmain and Drummoyne
- 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.

Yours Sincerely,

Samantha Goodridge

Submission: Online Submission from Samantha Goodridge (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227686](https://majorprojects.accelo.com/?action=view_activity&id=227686)

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

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

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 07:33:40 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Samantha Goodridge (object)

**From:** system@accelo.com On Behalf Of samantha Goodridge  
**Sent:** Sunday, 15 October 2017 6:30:04 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details for Samantha Goodridge (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Samantha Goodridge  
 [REDACTED]  
 [REDACTED]

rozelle, NSW  
 2039

Content:

- \* The EIS is based on the fallacy that the M4 and-M5 need linking when they are already linked by the M7, A6 and A3.
- \* The A3 is the primary eastern link between the two motorways and is shown in the State Road network hierarchy as the M4-M5 Connector.
- \* The M4-M5 Link enables the expansion of the WestConnex network to include the Western Harbour Tunnel, Beaches Link and M6. These motorway projects, were not part of the WestConnex business case and are not priority projects in any State or Federal roads plan.
- \* The 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. Rather it prepares the pathway for sale of the Sydney Motorways Corporation to the private sector, removing from the responsibility, oversight and control of the Government the final design, cost and implementation of the M4-M5 Link.
- \* Crucially, to make the sale more attractive, the tunnels between Haberfield and St Peters will be built independently of the Rozelle Interchange.
- \* This is being done to de-risk the project for the private sector sale, as the tunnels can be built using known standards and technology and generate income from January 2023.
- \* While the Rozelle interchange remains committed to be opened in December 2023, the design is so preliminary and so complex that it needs to be treated as another stage of the project to ensure that potential private sector funders are willing to invest, knowing they can heavily modify and/or defer the Rozelle Interchange.
- \* This EIS, therefore, treats the public with contempt. It offers no final design, no commitment to an outcome and only the most vague and unreliable traffic modelling.
- \* Instead, like a property development, it seeks to get NSW Government approval so that the opportunity to design, build, operate, maintain and toll the road can be sold to private investors, completely outside of the view of the public who will bear the effects on their community for the next 100 years.
- \* This is a continuation of the appalling disregard for transparency and disregard of the population that bears the brunt of the WestConnex traffic impacts. It displays a lack of understanding of contemporary

good practice in transport problem resolution.

\* Not only does the project fail to address its most fundamental objective of connecting to Port Botany, the genesis of the entire enterprise, but it repeats the crippling failure of the CityRail network.

\* The same Government that is spending many billions of taxpayer dollars via Metro Rail in an attempt to free itself somewhat of the restrictions now faced by a congested City Circle (which imposes a chokepoint on the whole rail network) is now replicating the City Circle's congested effect with a 60km road network! Even worse, whilst it would make sense to focus our rail network on the centre of our densest employment and residential areas in Australia, which have the greatest economic output per square kilometre - WestConnex does the reverse. It will prove the antithesis of common sense when it comes to practicality, economic productivity, creating good value property, environmental planning, social planning and basic transport planning, if Sydney now replicates what have been good public transport links, with more motorways. What we need is additional, efficient public transport, especially rail - be it underground metro, suburban doubledecks or light rail, and costs should reflect need.

1.3 The Inner West Council and the City of Sydney also object to the WestConnex M4-M5 Link

\* It is understood both the IWC and the City of Sydney strongly object to the WestConnex M4-M5 Link ('The Project') for the following reasons:

- It is a toll road project made for big business and searching for a rationale.
- It fails to meet the primary objectives of providing a direct motorway connection between Western Sydney and Sydney Airport and Port.
- The Environmental Impact Statement does not safeguard communities. Government is seeking planning approval to sell the project to the private sector and discharging its responsibility and control for the delivery of the project.
- There is a lack of strategic justification for the project, No feasible alternatives have been developed or assessed.
- There will be major impacts on the Anzac Bridge (projected 60% increase in daily traffic) and Sydney City Centre. The EIS forecasts major impacts on bus travel time and reliability.
- The EIS does not adequately account for impacts on health and air quality. The EIS identifies an additional 5 unfiltered ventilation stacks to be constructed in inner Sydney. In addition local surface roads will be widened and traffic volumes will increase.
- Lack of alignment with the NSW Government's priorities and policies
- Major impacts on the community
- Legacy Impacts and worsening intergenerational equity
- \* The NSW Government has missed a great opportunity to be truly visionary, recognising and embracing technological change that offers the potential to revolutionise urban travel, support economic agglomeration and deliver on health and wellbeing outcomes.
- \* Instead the people of NSW will be left with an intrusive inner city motorway that escalating tolls will make unpopular and technological change will render redundant.
- \* Other global cities are investing in fast and efficient public transport that truly connects homes and jobs, supports the decentralisation of commercial investment and develops a resilient and equitable city for future generations.

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## 2 Business Case

\* The Business Case for the WestConnex project (made up of the New M4, Iron Cove Link and Rozelle Interchange, M4-M5 Link, New M5, King Georges Road Interchange upgrade and Sydney Gateway) was not adequate to justify moving to environmental impact assessment.

\* The WestConnex route has changed significantly over time, even after the initial August 2013 Business Case was approved by the NSW Government but not made public. Therefore an Updated Business Case on an updated concept was published in 2015. SGS Economics and Planning undertook a detailed assessment of this and reached the following conclusions:

- Misrepresentation of the Benefit Cost Ratio (BCR) as 1.71 when it was 1.64.
- The Business Case did not identify Stage 3 WestConnex, connecting the M4 to the M5, as a priority for "filling in the missing links in Sydney's motorway network".
- Modelling for post-2031 conditions was not undertaken, however benefits were assumed to continue until 2052.
- The transport modelling is likely to have underestimated the impact of extra traffic induced by the



additional capacity, which would significantly reduce the BCR.

- The Business Case did not reflect global approaches to congestion management, such as transit investment and demand management.
- The Business Case suggested WestConnex would help renew Parramatta Road by reducing traffic on it, despite the modelling showing that many parts of it would carry more traffic, not less.
- Travel time savings are a key component of the positive BCR. A significant proportion of these supposed benefits arise from travel time savings were within the margin of error of modelling, or would be so small that motorists may not notice them (and therefore would not value them). Research has found that business travellers are more concerned with predictability and reliability of travel times than they are with actual travel time.
- Insufficient justification was provided for the significant travel time savings, and economic benefits, factored into the BCR for business and light commercial vehicles - for instance there was insufficient analysis of origins and destinations of these trips.
- The construction costs appear too conservative - if these increase, the BCR would reduce accordingly.
- Other costs were not accounted for, such as reduced amenity on urban development, loss of land for higher value activities, and the health costs of potentially reduced public transport use.
- \* In summary, SGS suggested that the actual BCR of the project could be less than 1:1, with NSW taxpayers exposed to the risk that the project may not succeed.
- \* Other criticisms of the Business Case focus on the limitations of the process. Searle and Legacy raise fundamental issues about the way infrastructure business cases in general are developed, and WestConnex in particular.
- \* The first of these is the manner in which strategic transport and land use planning considerations are evaluated in business cases:
  - The Business Case did not factor in the impact of longer total journey lengths on urban sprawl, which will have a flow-cost for infrastructure and servicing.
  - The Business Case included benefits from WestConnex supporting more compact commercial land use ("agglomeration benefits"), when this is generally not the result of motorway investment, and is unlikely to be in the area served by Stage 3.
  - The Business Case did not attempt to cost the reductions in public transport, especially the loss of fare revenue.
  - Ancillary road projects necessitated by WestConnex, such as the potentially \$1BN Alexandria-Moore Park Connectivity Upgrade, should have been included in the Business Case.
  - Impact on property values, costs of noise during construction, and loss of business should all have been costed and included in the Business Case
  - Loss of heritage to the whole community (not just property owners) should have been included in the Business Case.
- \* The second is the manner in which other planning issues are excluded from cost-benefit analysis, which is a key component of developing a business case:
  - No analysis of equity impacts of the infrastructure investment and the tolling regime, given the lower socio-economic status of many areas of Western Sydney, and the requirement for potential users of WestConnex to own or pay for access to a private vehicle to be able to use it
  - The localised impact of air quality around the ventilation outlets should have been accounted for.
  - Impacts associated with loss of amenity from reduced access to open space should have been accounted for.
- \* Searle attributes some of these issues with the Business Case to the decision of the NSW Government to accept the project as part of a State Infrastructure Strategy and other plans before a business case was developed. There was no incentive to explore alternatives or to fully explore the costs and benefits.
- This process has been described as "lock in". Commitment escalates because a project appears in numerous policy documents.
- WestConnex is a clear example of government "locking in" commitment before detailed analysis had been undertaken.
- \* With the Government fully locked-in to WestConnex, these issues and inadequacies with the Updated Business Case are repeated in the EIS.&#8195;

### 3 Strategic context and project need

The Strategic Context and project need are considered in Chapter 3 of the EIS.

3.1 The Project is not integrated with the NSW Government's Strategic Planning process

- \* The EIS suggests that the Project forms part of an integrated planning solution. This is simply not true.

- \* While WestConnex might integrate with the wider motorway network, no evidence is provided demonstrating that it integrates with the wider road network - let alone the broader transport and land use system. For example the EIS provides no information about changes in traffic volumes entering the Sydney CBD caused by WestConnex. RMS has only just commenced work to identify which roads fanning out from WestConnex portals will need to be upgraded to deliver large numbers of vehicles to and from the project. It is therefore impossible to form a properly informed understanding of the environmental impacts - the very purpose of the EIS.

- \* The newly formed Greater Sydney Commission is currently preparing strategic plans (six District Plans and the Greater Sydney Region Plan) for Sydney's long-term future and TfNSW is currently developing Sydney's Transport Future. All motorway projects should be placed on hold until finalisation of these plans.

- \* The Project focuses on 'catering for traffic growth' (P4.15). This contradicts and undermines the NSW Government's Long Term Transport Master Plan and Future Transport web site which commit to an integrated approach to congestion management focussed on land use planning, demand management, public transport investment and "a coherent whole of network planning strategy", essentially aiming for growth in public transport and containing road demand to that required to serve the freight and servicing tasks.

- \* The WestConnex program of works has been described as an integrated transport network solution. However, the role and interdependency with public transport and freight rail is not considered. The recent Government commitment to a Metro West requires a rethink on the need for WestConnex. Particularly as the WestConnex business case outlines a mode shift from public transport to the toll road as a benefit required to justify it economically.

- \* The Western Sydney Airport is due to commence construction next year with completion in 2026.

Demand for air travel in Sydney is set to double over the next 20 years. Initial patronage is said to be 10 million passengers per year. Information should be provided demonstrating how (or whether) the project caters for travel to the new airport and the likely lessening of demand to the current monopoly airport.

3.2 No project justification - transport outcomes unclear and contrary to NSW Government aims

- \* The EIS (Section 3.2) does not set out the specific transport needs addressed by the project but states additional road capacity is required to meet a projected increase in trips. It does not set out any trips, desire lines, demand corridors or growth that the WestConnex project is addressing. As a result it is not possible to assess the project's ability to meet those needs. Nor is it demonstrated that projections in growth in population and employment correlate to traffic demand increase along the proposed M4-M5 Link. TfNSW data confirms that the number of vehicles entering the Sydney Centre during the morning peak hour was stable between 2002 and 2012 and in fact decreased by some 9 percent in the two years since construction of light rail began. The number of trips by public transport, by contrast, increased by some 38% between 2002 and 2012 and another 10 percent in the two years since construction of light rail commenced.

- \* The EIS does not set out a credible strategic rationale for WestConnex. There is no informed discussion on the economic geography of Sydney, and the role an integrated transport system has to play in meeting the needs of businesses and residents.

- \* The cited 'key customers' that would benefit from the project (long distance, freight, businesses) represent a very small minority of those who are forecast to actually use the project (single occupancy commuter vehicles). The key customers could be served by a far more modest project, given they represent an extremely small proportion of projected traffic on the Project.

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#### 4 The Scope of the Project

##### 4.1 Unplanned, unfunded Sydney Gateway benefits claimed for Project

- \* The EIS states that the project will improve connection to the Sydney Airport and Port Botany. It will not. The Premier herself has said that the Sydney Gateway does not form part of the WestConnex project. Without the Sydney Gateway, connections between WestConnex (St Peters Interchange) and Sydney Airport and Port Botany will be via congested surface roads in Botany and Mascot. As the connection is

unresolved, it is impossible to determine the effect on demand of the unknown pricing regime that will apply to the Sydney Gateway, nor how much travel time will be incurred - which might actually negate the already marginal proposed travel time savings.

4.2 Rozelle and Iron Cove Interchanges do not achieve project objective, do not link M4 East and New M5.

- \* The Rozelle and Iron Cove interchanges are not to meet the project objective of linking M4 East and New M5 (Part 3.3 of EIS) and should not be included in the overall Project. Existing motorways (Cross City Tunnel and Eastern Distributor) would provide suitable road capacity to avoid the city centre.

- \* To the west there are the M7, A6 and A3 connections. There has been no modelling provided of whether (with appropriate upgrades) these existing roads might provide far more cost effective and time efficient connections between the two motorways, particularly given their alignments would service multiple demand corridors at the same time.

- \* The project objectives (Part 3.3 of EIS) include enabling the construction of motorways over the harbour and to the northern beaches. However, the traffic impacts of these motorways in Rozelle have not been assessed. These projects were not part of the business case that justified the WestConnex proposal in the first place. This constant shifting of reason as to why the project is 'justified' points more to a seeming desperation to find some reason to build it, rather than there being a clear need which requires servicing.

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## 5 Project Objectives

The project objectives are discussed at Section 3.3, page 3-22 of the EIS

### 5.1 The Project does not enable urban renewal

- \* The EIS misrepresents the structure of the Global Economic Corridor and overstates the relationship of the project to centres within it by claiming the Project serves centres in the north of the GEC that it does not.

- \* The EIS asserts that WestConnex will be a catalyst for urban renewal along major corridors. No evidence is provided to back this assertion. The Sydney experience suggests that roads don't - this is not a likely catalyst e.g. Canterbury Road after M5 East; Cumberland Highway corridor after the M7.

- \* Significant improvements in rapid public transport are required for significant urban renewal. The experience in Sydney is that public transport is a strong and effective catalyst for urban renewal e.g. Green Square; Ultimo-Pyrmont with light rail; the Anzac Parade corridor, again with light rail; and Sydney Metro City and South West at Waterloo and along the Bankstown Line. The key ingredient is the political will to reallocate road space to rapid transit, or invest in dedicated rail solutions.

- \* The Parramatta Road Urban Transformation project has been put on hold by the NSW Government for a number of reasons, including the uncertainties relating to traffic capacity on Parramatta Road following the construction of WestConnex. To claim this as a benefit is misleading. The project predicts increased traffic congestion on Parramatta Road without the transformation, which clearly is not a benefit, and potentially funnels traffic unable to penetrate the corridor into the privately operated toll road.

- \* There is relatively limited urban redevelopment potential along the small section of Victoria Road that the Project would decongest, and this section is not been classified by the NSW Government as redevelopment area. To claim this as a benefit is misleading.

- \* The Rozelle Interchange will prevent major redevelopment in the Rozelle area. This area has been identified by the NSW Government as a major opportunity for urban renewal for over 20 years - it has to be assumed that the recent abandoning of grand renewal plans for the White Bay Power Station by Google indicate that a lack of quality transit integration and the favouring of big traffic through WestConnex are already affecting the choices being made by desirable investors.

### 5.2 Claims congestion will be eased are incorrect and misleading

- \* The EIS narrowly defines congestion as 'traffic congestion' rather than delays to reliable and efficient access to human capital, goods and services which reduces economic activity and productivity. This results in an incorrect and misleading assessment.

- \* The method and logic used to develop and assess the Project is similar to methods that have delivered numerous motorways around Australia that have not only failed to ease congestion, but have made it significantly worse.

- \* There is no reliable evidence presented (or available) that building motorways reduces traffic congestion over the long term. No major urban arterial road project, without carefully considered and implemented



pricing signals, has succeeded in easing congestion for more than a few years. This is universally acknowledged in planning disciplines, and is replicated by the Future Transport website, has been stated by the current Minister for Transport and the current Premier (during her time as Shadow Minister for Transport).

- \* The EIS projects increases in freight volumes without offering evidence as to how the project enables this. Assertions relating to improvements for freight services rely on the Sydney Gateway Project, which is not part of WestConnex, and which poses significant threats to the crucial freight rail connection to Port Botany. Port Botany itself has questioned whether the current project provides any benefit to it.

- \* The EIS refers to benefits from road projects that are not part of the project's scope. The full costs, benefits and impacts of these projects need to be considered in a transparent process.

- \* The EIS asserts that the M4-M5 link would complete the orbital road network between western Sydney and the eastern gateways of Port Botany and Sydney Airport (p4.4). That orbital already exists in the form of the 110km Sydney Orbital - the M2, M7, M5, Eastern Distributor, Harbour Tunnel, Gore Hill Freeway and Lane Cove Tunnel.

- \* Rather than ease congestion the project is likely to reduce the availability of funds for projects that enable that genuinely reduce congestion (road pricing), give priority for high productivity road users such as delivery and service vehicles or genuinely avoid congestion (public transport in separate corridors/lanes).

### 5.3 The Project will slow down public transport

- \* According to the EIS, buses travelling to the CBD will be slower, despite the construction of a tunnel between Iron Cove and the Anzac Bridge. Bus travel times along Parramatta Road will improve, but only because bus lanes would be extended. This could be achieved without WestConnex - and for several billions of dollars less! The construction of a park in the Rozelle Goods Yards which would cover the motorway junction below is also being achieved by severing rail corridors which could service the Bays Precinct and Balmain, linking both with the broader Sydney Trains network.

## 6 Project development and alternatives

### 6.1 No strategic alternatives were assessed

- \* The basic question that the people of NSW need answered by the EIS is:

For the same or lower cost of the project, could we do something that is different to the project that will deliver outcomes that are as good or better?

- \* The Secretary's Environmental Assessment Requirements (SEARS) require analysis of feasible alternatives to the project. No feasible alternatives have been developed and no objective analysis of alternatives has been undertaken. While Section 4.4 of the EIS purports to cover Strategic Alternatives, it does little more than offer a discussion of why an alternative was not pursued.

- \* Meanwhile, 'maintenance works' approved by RMS in the Rozelle Goods Yards are undermining the possibility of a new surface light rail extension to White Bay and the Balmain Peninsula. As part of the 'works' RMS is removing all existing rail infrastructure which has sat in place for nearly a century of freight work (until 15 years ago) and the EIS, does not in anyway indicate these potentially valuable rail corridors would be replaced once landscaping is complete. We therefore have a situation where a park is proposed to hide the world's biggest motorway junction but its design deliberately obscures the potential to expand surface light rail connections across the region, which would help reduce traffic.

### 6.2 Alternative road projects must be assessed

- \* Better use of existing road infrastructure has not been analysed as a feasible alternative. The EIS only refers to existing RMS programs. An analysis of urban road projects recommended in the State Infrastructure Strategy Update 2014 should be conducted as strategic alternatives including:

- o Smart Motorways investments on the M4, the Warringah Freeway and Southern Cross Drive-General Holmes Drive

- o Upgrading the Sydney Coordinated Adaptive Traffic System (SCATS)

- \* At very minimum, the assessment of Strategic Alternative 1 (improvements to the existing arterial road network) should:

- o Identify key network capacity issues.

- o Develop a scenario of investments in (potentially major) arterial road improvements required to address



the road network capacity constraints. The City of Sydney's alternative scheme provides one example of what improvements to the existing arterial road network might look like.

o Carry out transport modelling and economic analysis to inform the assessment of the alternative.

### 6.3 Real integrated transport measures must be assessed

\* There is no evidence of scenario modelling being used to allow testing the ability of different packages of integrated transport measures to achieve outcomes. The Long Term Transport Masterplan states that integrated approaches are required to manage congestion. The NSW Minister for Transport claims that we "have to get more people on public transport."

\* The assessment of Strategic Alternative 2 (Investment in "alternative transport" modes) should:

- identify key network capacity issues
- identify the shift away from private vehicles required to deliver the necessary relief on the road network to meet the future transport needs of Sydney
- identify the mix of investments in public transport, cycling and walking required to deliver these mode splits.
- use multi-modal transport modelling and economic assessment to inform the analysis and assessment of the alternative.

### 6.4 Travel demand management options must be assessed

\* The assessment of Strategic Alternative 3 (Travel Demand Management) should:

- Identify key network capacity issues
- Consider the opportunity for travel demand management measures to address the road network capacity constraints. The measure should aim to retime, re-mode or reduce trips that make less productive use of congested road space.
- Draw on a process of multi-modal transport modelling and economic assessment to inform the analysis and assessment of the alternative.

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## 7 Construction Work

### 7.1 Local Councils have no say over construction

\* The EIS states that a Construction Traffic and Access Management Plan (CTAMP) "would be developed in consultation with local Councils and stakeholders associated with public facilities adjacent to project site". A similar commitment was made for construction of the New M5. It has been poorly managed.

There is limited response to Council input and the Sydney Motorway Corporation and Roads and Maritime Services each deny responsibility and blame each other for a lack of action.

\* This is despite the RMS being the client for the Sydney Motorways Corporation. It would appear this is a deliberate strategy of the NSW Government to ensure local communities affected by construction traffic have no reasonable means of managing any complaint. It is undemocratic, against the principles of open government espoused in the election platform of the current government and ultimately escalates community unrest.(P 8-44)

### 7.2 Only partial construction impacts have been assessed

\* The EIS states that spoil handling at the Pyrmont Bridge Road Tunnel Site (C9) will "occur 24 hours a day, seven days a week" for about four years. Given the land use surrounding the site is dense residential, what mitigation measures will be used to control noise, light spill, etc. outside normal business hours? Have alternative living arrangements and/or compensation been considered? (P 8-55)

\* The EIS focusses on the impact of construction traffic during commuter peak-hours. Given the EIS notes that construction-related vehicles will be limited during peak-hours, information should be provided on the impact of construction-related vehicles when both traffic volumes are higher - in particular during weekday lunch peak and Saturday lunch peak for sites like the Pyrmont Bridge Road Tunnel Site where operations are proposed 24/7. (Tables 8-46, 8-47, 8-48, 8-51, 8-52, 8-53).

\* The great number of heritage houses in the Rozelle interchange construction zone has not been specifically addressed. Noise and vibration impacts can have far more significant impacts on these types of properties. There is no functional management plan for these risks, no articulated complaints investigation process nor any articulated compensation and remediation strategy.

### 7.3 Construction impacts people walking and cycling more than people driving

\* The EIS notes that "in preparing the traffic staging plans during construction the key considerations (...) include maintaining traffic and lane capacity (...) on the arterial road network, particularly during peak periods; minimising impacts on public transport services (...); and minimising impacts on key active

transport links". Existing capacity for both public and active modes of transport should be maintained. (P 8-70)

- \* The EIS uses criteria to assess the impact of existing walking and cycling routes that will need to be diverted as a result of the M4-M5 Link. The criteria are based on distance only and exclude the additional travel time taken to complete the diversion. This approach is flawed and should also consider travel time - if it did, this would completely change the assessment of the proposed removal of the existing pedestrian and cycle bridge over City West Link. (P 8-71, Table 8-50). Further, the EIS is silent as to whether the existing pedestrian and cycle bridge over City West Link will be replaced post-construction (P 8-73) &#8195;

## 8 Traffic and transport

### 8.1 The traffic modelling approach is fundamentally flawed and inaccurate

The wrong modelling approach has been used

- \* All traffic modelling is wrong, the question is: by how much? And what are the implications of the error?

- \* Incorrect traffic modelling has led to overoptimistic traffic predictions which resulted in low toll revenue from of the Cross City Tunnel, Lane Cove Tunnel and Brisconnex in Brisbane, resulting in eventual bankruptcy.

- \* The traffic modelling process used to develop the Project is fundamentally flawed because:

- Traffic projections are likely to be significantly different to the actual traffic on the street network
- Traffic volumes projected in the model are in numerous instances well above the physical capacity of the road network.

- \* There is no statement on the level of accuracy and reliability of the traffic modelling process. This is a major shortcoming and is contrary to the Secretary's Environmental Assessments Requirements.

- \* WestConnex traffic modelling relies on implausible traffic volumes that exceed the capacity of the road links and intersections at several key locations.

Modelled future traffic likely will be significantly different to real future traffic

- \* The traffic model used is an 'unconstrained' model. It assumes that all vehicles will travel on the route with the lowest "generalised cost" (i.e. combination of time and money). But it does not consider whether those routes have the capacity to handle all those vehicles. In the real world people change their time of travel, mode of travel and consider whether to make a trip at all to avoid congested routes. As a result travel patterns in the real world are very different to the patterns identified in models.

- \* Because the strategic model does not limit the volume on road links and at intersection to their ceiling capacity; it cannot (and was not designed to) be used precisely as it is.

- A mesoscopic model, which can provide more a far greater level of detail than the strategic model used would have ensured a more thorough analysis of the networks' ability to cope with the traffic predicted.

- \* The traffic modelling process is not fit for purpose and places significant risks on the people of NSW in terms of:

- Traffic impacts that are significantly different to those presented in the EIS.
- Toll earnings that are significantly lower than projections - resulting in government subsidising the owner for lost earnings.

- \* The modelling process incorporates a highly unusual definition of induced traffic (p.45 of Appendix H). Induced traffic should not include the increase in trips due population growth and land use changes as these are modelled elsewhere.

Key Inputs to the modelling process are unpublished or incorrect

- \* The accuracy of the model outputs can only be as good as the accuracy of the inputs. Projections of key inputs relating to population and employment become very unreliable beyond 10 or 15 years. In addition to this, the transport sector is facing a potentially significant disruption from connected, automated vehicles that may have a significant impact on traffic growth. This has not been considered or modelled.

- \* SMC is using an unpublished Value of Travel Time in the WestConnex traffic modelling. If the Value of Travel Time adopted is incorrect, then all outputs will be incorrect.

- \* The induced demand of 0.3% is too low based on historical experience in Sydney.

- The benefits counted from reduced traffic volumes on roads such as the existing M5 and the Eastern Distributor are unlikely to be realized due to real levels of induced demand.

- \* The 2023 'cumulative' modelling scenario includes the Sydney Gateway and the western harbour tunnel

but neither of these projects are currently committed and it is highly unlikely they will be completed by this date. This raises the question of why did the proponent adopt such a misleading position and how does it affect the impacts stated?

\* SMC refuses to release the traffic model and detailed analysis for independent unpaid peer review and scenario analysis.

Modelling scenarios are poorly defined and provide incomplete outputs

\* The narrow boundaries of the areas of operational modelling mean the proponents have not fully assessed the Project's impacts on key strategic centres such as the Sydney Central Business District, Parramatta Road, the Anzac Bridge, the City West Link, the Crescent and the flow of traffic north to Drummoyne at the approaches to the Iron Cove Bridge where gridlock already occurs.

- It is not understood why a mesoscopic modelling approach was not undertaken to gain a better understanding of impacts to the surrounding road network.

- The modelling conclusions are internally inconsistent. There is an assumption that traffic would dissipate at the edge of the motorway with no negative impacts on the CBD, Mascot and Alexandria. However there is also an assumption that additional roads would be needed to cope with said traffic.

\* The EIS (including Appendix H) fails to provide traffic modelling outputs to assess impacts of the Project on CBD streets and intersections. Given the highly constrained and congested nature of the CBD, NSW Government policy focusses on reducing the number of cars in the CBD in favour of public transport, walking and cycling. The proponent should provide intersection performance results for the following intersections:

- The ANZAC Bridge off-ramp to Allen Street/Botany Road
- The Western Distributor off-ramp to Druitt Street (buses)
- The Western Distributor off-ramp to Bathurst Street
- The Western Distributor off-ramp to King Street/Sussex Street
- Gardeners Road and Botany Road
- All intersections within the modelled area in the Sydney CBD

\* Whilst chapters 10 and 12 of Appendix H show mid-block level of service at interfaces with interchanges and points within the tunnels, there is no information about other mid-block points such as the ANZAC Bridge. Part 8.3.3 of the EIS refers to increases in daily traffic forecasts on the Anzac Bridge/Western Distributor, particularly in the AM peak, as traffic accesses the M4-M5 Link and future forms of traffic or network management are intended. Information about the traffic forecasts for the Anzac Bridge/Western Distributor should be provided.

\* The construction impact of the future Western Harbour Tunnel and Beaches Link entry and exit ramps connecting to City West Link/The Crescent has been assessed. The operational traffic impact of these ramps has not. This should be completed and publicly released before determination. There is no verifiable or understandable data to determine the veracity of claims of traffic generated by these other links.

Traffic modelling was insufficient to assess the full impacts of the project.

\* The underlying traffic modelling and outputs was insufficient to:

- Demonstrate the need for the project.
- Understand impacts of dispersed traffic on connecting roads, such as the Anzac Bridge, and whether they have available capacity to meet the predicted traffic discharge. Any congestion on exits has the capacity to negate all travel time savings to the exit point, given the small predicted benefits.

\* The strategic model (whole system) inputs traffic volumes that simply cannot be accommodated in the road interchanges and feeder routes. It is physically impossible to fit that amount of traffic on a road.

\* The modelling area shown in Figure 8-5 should be extended to include Johnston Street and The Crescent/Minogue Crescent/Ross Street corridor to Parramatta Road to provide clarity on how these feeder routes are envisaged to operate in 2023 and 2033. It should include the modelling assumptions applied.

\* Volumes on the main links (the trunks) cannot be as high as what is claimed in the EIS. It is physically untenable. This would suggest surface roads across the Inner West should also be modelled in detail to see how they will cope with the overflow.

\* The modelling shows the motorway exceeds reasonable operating limits in the peak in less than ten

years.

Unreliable traffic projections snowball into compounding errors in the Project business case, design development and environmental assessment

\* Unreliable traffic projections lead to significant and compounding errors in the design, EIS and business case processes, including:

- Dimensioning of motorway tunnels and interchanges (on- and off-ramps) and expansion of roads feeding traffic to and discharging traffic from the toll road
- Assessment of the project's traffic impacts on other parts of the street network
- Assessment of overall traffic generation and induced traffic associated with the project
- Emissions based on traffic volume and driving style (e.g. stop-start driving in congested traffic leads to higher emissions impacts)
- Toll earnings and financial viability, which could trigger compensation claims or negotiated underwriting that would materially undermine the State budget position given the cost of the project.
- Other key inputs to the business case that are derived from strategic traffic modelling, including: purported reductions in crashes, purported improvements in productivity etc.

Evidence shows that the approach to traffic modelling in NSW is flawed

\* The traffic modelling approach applied in the EIS is commonly used in NSW. This approach has proven to be flawed.

\* Infrastructure Australia compared predicted and actual traffic levels and found that the assumed steady growth in traffic did not occur. . In Sydney, urban congestion levels are growing at around one third of the forecast rate. (See Figure 1, below)

Figure 1 -Growth in Road Vehicle Kilometres Travelled 2001 - 2011

\* A review of RMS traffic counts on numerous arterial routes within the 'sphere of influence' of the Project have shown no growth in traffic since 2006. During this period Sydney's population (as measured by the Greater Capital City Statistical Area) has grown at a rate of 1.5% per annum on average. Roads measured:

- Parramatta Rd at Ashfield (station 25002), Leichhardt (station 20012), Five Dock (station 30005) and Annandale
- ANZAC Bridge (station 20001)
- Anzac Parade Moore Park (station 03022 b/w 2008 and 2017)
- Cleveland Street (station 03022)
- Sydney Harbour Tunnel (station 01003)
- O'Riordan Street (station 02309)
- Sunnyholt Road Blacktown (station 69198)
- General Holmes Drive Brighton-Le-Sands (station 23055)
- King Georges Rd Roselands (station 24026)

## 8.2 Specific examples of shortcomings of the traffic modelling process

The projected traffic volumes would exceed the capacity of the motorways and surrounding surface roads preventing them from delivering their objectives.

\* For example The St Peters / Sydney Park Interchange will overload the Mascot road network. As a result traffic levels were reduced to fit the modelling.

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

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

\* The modelling shows severe degradation to the City West Link if the Western Harbour Tunnel is connected.

\* The modelling shows severe traffic levels and increased congestion on Johnston St, and The Crescent (+80% ADT).

\* The modelling shows significant increases in traffic on Victoria Rd (+20% ADT) which is already at capacity.



\* The modelling makes no mention of bus lanes on Victoria Rd. If these lanes were not modelled as car lanes the assumed capacity of the road is incorrect.

The modelling uses land use forecasts from the 2014 Plan for Growing Sydney.

\* The modelling does not consider the latest plans from the NSW Government's Greater Sydney Commission despite them being released nine months ago.

\* The proponent excludes the impact of the Western Sydney Airport from analysis of the project. This could have a significant impact on traffic volumes.

\* The EIS notes that the project design and land use forecasts have changed significantly since the Stage 2 and Stage 3 EIS. However the cumulative analysis does not quantify the expected change on those roads. The EIS only notes significant increases in traffic volumes.

The modelling assumes a fixed mode share and does not properly consider the possibility of mode shift.

\* The modelling assuming journey time shifting when mode shifting is more likely.

\* The proponent does not consider the impact of the Sydney Metro West. This project will have a significant impact on travel behaviour (and specifically mode share).

\* The statements made that public transport cannot serve diverse areas are empirically incorrect. The area the WestConnex is being built in has higher public transport mode use than the Greater Metropolitan Area as noted in the IES.

### 8.3 Specific traffic impacts associated with the Project

Misleading information on benefits and impacts of the Project

\* The EIS provides traffic projections for the 'With Project' scenario and 'cumulative' scenario (which in addition to links in the 'With Project' scenario includes the Beaches Link and F6 motorway connections), but when referencing the traffic benefits/impacts in the early sections, the EIS appears to cite the 'with project' scenario rather than Cumulative Scenario. It is unclear which scenarios the Business Case best reflects.

Numerous intersections and roads will be significantly worse with the project

\* The Project will have significant impacts on the streets near on- and off-ramps. Modelling shows that the Anzac Bridge will have 60% more traffic in 2033 because of the Project.

\* The key intersection performance tables in App H (p.258 St Peters and 248 Rozelle) demonstrate that many intersections will either worsen (at the worst case scenario of LOS F) or remain unchanged particularly in 2033, including the following intersections:

- Princes Highway/Canal Road
- Princes Highway/Railway Road
- Unwins Bridge Road/Campbell Street
- Campbell Road/Bourke Road
- Princes Highway/Campbell Street
- Ricketty Street/Kent Road
- Gardeners Road/Kent Road
- Gardeners Road/Bourke Road
- Gardeners Rd/O'Riordan Street
- Victoria Road/Lyons Road
- Victoria Road/Darling Street
- Victoria Road/Robert Street

The Project will worsen bus performance and reliability

\* Road congestion is reducing bus performance and reliability. The project will make it worse.

- The EIS says traffic on ANZAC Bridge will increase by 2023 (p.8-103).

- Traffic modelling shows bus times will be slower into the city in the morning (p.3-19).

- The EIS identifies capacity constraints on ANZAC Bridge (p3-19). This project will dump more traffic onto the ANZAC Bridge.

The Project will have major impacts on the Sydney CBD

\* The analysis shows Anzac Bridge/Western Distributor is currently at or close to capacity, particularly in the AM peak where existing operational and geometric features of the road network limit the capacity.

The EIS notes that under all scenarios the Project will generate significant additional traffic on these links, requiring major and costly additional motorway infrastructure to the CBD. This is despite the fact that the

NSW Government recognises that there is no capacity to accommodate additional car trips to the CBD and all its policies aim to allocate more street space to public transport, walking and cycling. The EIS must assess and identify any upgrades that the Project will cause or require. (App H p. xxxiii)

The Project will have major impacts on the roads to the west and south

\* The EIS notes that the Project would cause additional traffic congestion on a number of key roads including: Gardeners Road and Bourke Road in the south, Frederick Street (Ashfield), Johnston Street (Annandale) and numerous streets in Mascot (p.8-103). The EIS must assess and identify any upgrades that the Project will require.

8.4 No details provided of road upgrades required by the Project

Impacts on surrounding road network and required upgrades not detailed

\* The EIS notes that an 'Operational Traffic Performance Review' will be undertaken at 12 months and five years after the M4-M5 Link is open to consider the need for "post-opening mitigation measures" (Page 223, Chapter 9.8, Appendix H). We object to this approach as it is contrary to the requirements of the EIS process and reflects a clear admission on the part of the NSW Government that:

- It has no confidence in the traffic modelling process to predict to any reliable extent the likely impacts of the Project;

- It is unable or unprepared to describe the true impacts of the Project on the people of NSW;

- It has not considered or budgeted for the potentially significant additional roadwork required to address the impacts of the Project (or the need for road upgrades to feed toll-paying drivers to WestConnex).

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

\* The EIS (App H, p.269) refers to the RMS plans to carry out "network integration" works surrounding the Rozelle interchange once the project is complete but offers little detail of the nature of the works. It mentions the intersection of the Western Distributor and Pyrmont Bridge Road at Pyrmont, Western Distributor near Darling Harbour and a review of kerbside uses near the Western Distributor, The Crescent, Johnston Street and Ross Street.

\* Given that these works could be undertaken to deliver toll paying drivers to the privately owned WestConnex, there is strong potential for a conflict between private profit and community impacts. The cost of any such integration works should very clearly be attributed to the Project cost, and should not impact on the available RMS budget for the State road network's normal maintenance and improvements budget.

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

8.5 Impacts on people walking and cycling

\* Part 3 of the Secretary's Environmental Assessment Requirements requires assessment of the likely risks of the project to public safety, paying particular attention to pedestrian safety. This is not addressed in Chapter 8.

\* We note that pedestrian amenity around the bottom of Victoria Road, where it meets The Crescent will be severely hampered with the removal of two footbridges which currently provide safe and easily scaled regional links to major bus nodes. These also provide safe and easy walking links between Rozelle Bay and Balmain. In the absence of these bridges, pedestrians running late for buses may feel compelled to cross Victoria Road itself, which could pose severe risks for them given the current levels of traffic upon it. There have been suggested 'upgrades' to Victoria Road's traffic lanes, but why is this necessary if the Iron Cove Link was meant to 'traffic calm' the area? Traffic should not be allowed to amplify in this area.

\* A direct pedestrian link could also be encouraged between Gordon Street and the Rozelle Bay light rail stop on the other side of the CityWest Link, as the Gordon Street area of Rozelle is the most remote from light rail services and the line of Gordon Street itself is quite direct for possible pedestrian links into Balmain.

\* The existing pedestrian links to the Rozelle Bay light rail stop (in Annandale) should not be hampered by

escalation in traffic forecast which occur as a result of upgrades to The Crescent or CityWest Link. Indeed the design of safer, better separated and more efficient active transit links will be required wherever possible at this intersection (and others) and should be encouraged for the local communities of Rozelle and Annandale as part of any road upgrades as a condition of approval.

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#### 9 Air Quality

\* Scientists have found that there is no safe level of air pollution. As pollution levels rise deaths and hospitalisations rise too . A thorough cost-benefit analysis that takes into account the health effects due to increased exposure is required.

\* Concentrations of some pollutants PM2.5 and PM10 are already near the current standard and in excess of proposed standards (p9-81, p9-93). It is critical to note that these particulates are a classified carcinogen and are known to have critical, and at times fatal, consequences if elevated. People living within 500 metres of heavily affected areas have demonstrably shorter lives, much higher incidences of chronic lung conditions and higher levels of cardiovascular diseases.

\* Significant declines in pollutants are due to improvements to in-vehicle technology and fuel. However, plans to improve standards for heavy vehicles, which disproportionately contribute to NOx emissions and thus ozone, appear to have stalled. The proponent needs to provide a scenario that sets out impacts due to delays in adopting improved emission standards.

\* The EIS states that the impact on regional air quality is minimal and thus concludes that the project's impact on ozone is negligible. Ozone is a major pollutant and Western Sydney, Campbelltown in particular, suffers the worst ozone pollution. Major components of ozone are generated in eastern Sydney and drift west. Previous environment departments have spoken about the need for an eight-hour standard concentration and goal for ozone (DECCEW, 2010, State of Knowledge: Ozone). OEH needs to provide information about the value of this standard and on the impact of new motorways on that level.

\* Given that the modelling for air quality is based on the traffic modelling, which, as shown above, is fundamentally flawed, and given poor air quality has a significant health impact the EIS should not be approved until an independent scientifically qualified reviewer has analysed the stated air quality outcomes and identified any deficits

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

The Rozelle interchange has an unprecedented concentration of stacks, in a valley, adjacent to densely populated suburbs. The interchange has steep and long climbs, increasing emissions concentrations, which will then be pumped into the surrounding area. The modelling does not account for stop-start conditions. However, the EIS shows significant traffic volumes heading 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. The existing M5 in peak conditions may provide a more realistic base line.

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#### 10 Land Use and Property

\* The project would take land intended for housing and employment specified in The Bays Precinct Transformation Plan.

\* Increased traffic on Gardeners Road will require land use planning changes that may decrease the value of land.

\* Increased traffic on local roads will decrease residential amenity and decrease the potential for new higher density housing. This will affect numerous streets, with particularly major impacts on The Crescent, Minogue Crescent, Ross, Mount Vernon, Catherine, Ross and Arundel streets in Glebe; and Euston Road, McEvoy, Botany, Wyndham, Bourke and Lachlan Streets in the Green Square area. In the redevelopment areas, land adjoining these streets may suffer a loss of development potential, a loss of value and will bear the additional costs of designing for noisy environments.

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#### 11 Urban design and visual amenity

- \* Both the St Peters Active Recreation Area and the Rozelle Interchange Open Space are a false promise. Unless there is an agreement for construction and management these will be grassed wastelands with compromised amenity, adjoined by ventilation facilities in Rozelle, divided by above ground portals and difficult to access across busy roads.
- \* Despite the promise of the WestConnex business case, Parramatta Road remains a barrier to urban revitalisation. There is no discussion of this commitment in the EIS.
- \* Improving connectivity with public transport, including trains, light rail and bus services in the inner west would make the Parramatta Road corridor a more attractive place to live, work and socialise.
- \* Increased traffic cannot be accommodated in Central Sydney. It will further impede pedestrian movement and comfort and undermine easy access to public transport and reduce access to jobs over large areas of the city. It will undermine the attractiveness of Central Sydney to internationally competitive high productivity firms and their potential employees. Overall productivity is adversely affected.
- \* Increased traffic on Bridge Road, Wattle Street and the Western Distributor will reduce the amenity and value of the investment in the renewal of the Fish Markets and renewal of the Bays Market District

#### 12 Flooding and Drainage

- \* At the western end of Bignell Lane near Pyrmont Bridge Road existing flood depth was identified up to one metre in the 100 year ARI. The NSW Government Floodplain Development Manual (2005) identifies this location as a high flood hazard area.

#### 13 Non-Aboriginal heritage

- \* Of the six areas of disturbance and 11 Historical Archaeological Management Units (HAMUs) identified in Chapter 20 of the EIS, all sit within the Inner West Council's LGA, not that of the City of Sydney. &#8195;

#### 14 Greenhouse gas

- \* The operational Green House Gas (GHG) assessment is based on the WestConnex Road Traffic Model version 2.3 (WRTM v2.3). This model has major flaws and the unreliable outputs of the model put into question the GHG assessment.
- \* The assessment states that there will be a net increase in GHG emissions in 2023 under the 'with project' scenario, however under the 2023 'cumulative' scenario, there will be a net decrease in emissions (page 22-15). However, as the 'cumulative' scenario includes the Sydney Gateway and Western Harbor Tunnel projects, which are not yet confirmed to proceed, the 'with project' scenario should be considered as a likely outcome - which would see an increase in emissions. Both scenarios for 2033 show a reduction in emissions vs the 'do minimum' scenario. This is likely to rely on 'free-flow' conditions for the Project for most of the day. Should this not occur, the modelled outcomes could be significantly different.
- \* Emissions were not modelled beyond 2033. This is an omission, as the contractual life of the project is significantly longer, until 2060. The EIS states, on page 22-15 that 'it is expected that savings in emissions from improved road performance would reduce over time as traffic volumes increase'. Therefore, the longer-term outcome of the project is likely to be an increase in GHG emissions
- \* Targets for renewable energy and carbon offsets are not aligned with NSW government policy. (Table 22-8)
- \* Targets for renewable energy and offsets are unclear.

#### 15 Cumulative Impact

- \* The TfNSW website says "The Sydney Metro West project is Sydney's next big railway infrastructure investment" but the Cumulative Impact assessment by AECOM (App C) does not include Sydney Metro West. A business case for Sydney Metro West should be completed before the determination of the Project.
- \* The Inner City Regional Bike Network has not been included among projects assessed under Cumulative Impacts. It is identified by Infrastructure Australia as a Priority Initiative and should be included.
- \* The Inner West Greenway was considered but not assessed as a cumulative impact. One of the claimed project benefits of the proposal is improved east/west crossings of Parramatta Rd for



pedestrians/bikes and the Greenway would achieve this and should be assessed and provided as part of the project. The Greenway was part of inner west LR project before it was deferred in 2011 and Inner West Council has done extensive work on how to complete it.

\* King Street Gateway is not included in modelling or Cumulative impact assessment however will alter the road geometry and capacity adjacent to the project.

\* No cumulative impact has been considered for the removal of the freight rail corridor in the Rozelle Rail Yards. It is possible light rail extension to the Balmain Peninsula could be achieved, were this rail corridor preserved for future adaptive re-use. This link (running under Victoria Road) could serve both the Cruise Terminal and White Bay Power Station - as well as any future development. It is also possible that such a connection could be linked to the city easily, using the Glebe Island Bridge. This would streamline Inner West LRT services by a substantial amount, bypassing Glebe, the Pyrmont loop and Ultimo.

Unfortunately, the Minister responsible for the Rozelle Goods Yards site can order this corridor's removal immediately - regardless of whether the EIS for Rozelle Junction (as part of Stage 3) is approved or not. It would be a short-sighted and obvious mistake to do this, without first considering the existing rail corridor's potential to link the region more broadly, with something other than cars - as doing so would greatly reduce congestion.

\* It should also be considered that if the existing tracks were removed in the near future, a clear land corridor should still be reserved for any possible surface rail replacements. This must be respected as something for future land developments to work around. The ideal time for such a land corridor to be preserved is now, whilst the Goods Yards are still in Government hands, and it is our strong recommendation that it be done as a condition of any approval - but also in the event of WestConnex Stage 3 failing to be approved. Light rail is something which can service this region much faster than the Sydney Metro West proposal, which is a long way from approval - but if the Metro is approved, it would be complimented by an interchange with the more regional light rail network at White Bay.

Submission: Online Submission from Samantha Goodridge (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227688](https://majorprojects.accelo.com/?action=view_activity&id=227688)

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

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

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 07:51:50 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Samantha Goodridge (object)

**From:** system@accelo.com On Behalf Of Samantha Goodridge  
**Sent:** Sunday, 15 October 2017 6:50:03 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details for Samantha Goodridge (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Samantha Goodridge  
[REDACTED]

[REDACTED]

rozelle, NSW  
2039

Content:  
 Dear Sir/Madam,

re: Objection to the m4-M5 WestConnex Link

I am strongly opposed to the Iron Cove/Terry St smokestack being positioned so closely to the Rozelle Public School on the basis of the known adverse health effects that vehicular emissions have on human receptors - particularly the vulnerable children at Rozelle Public School.

Our children (in Australia) already suffer one of the highest rates of asthma in the world and plans to position unfiltered smokestacks within 100 m of the school is both reckless, disrespectful and dangerous.

I am concerned for the health of our children who will be exposed to the smokestacks emissions at school (within 100 m) and within 100 m of our home in Denison St where the additional smokestacks are proposed to be located.

[REDACTED]

Submission: Online Submission from Samantha Goodridge (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227698](https://majorprojects.accelo.com/?action=view_activity&id=227698)

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

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



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 08:07:17 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Kay Reaney (object)

**From:** system@acelo.com On Behalf Of Kay Reaney  
**Sent:** Sunday, 15 October 2017 7:07:04 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Kay Reaney (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kay Reaney

[REDACTED]  
 [REDACTED]  
 Lilyfield, NSW  
 2040

Content:

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 potential impacts of the project; the EIS in its current form is inadequate as it is merely 'indicative'. NSW Planning should reject the EIS for this project and instead recommend to the NSW government that there should be an independent review of WestConnex in order to determine the actual potential impacts.

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

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

This is of particular concern to us, given that some of the Rozelle Interchange tunnels may be located directly under our house in Starling St Lilyfield. We may also have an unfiltered exhaust stack located within 200 metres of us with the outlet below the elevation of our house.

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



stacks.

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

The government needs to urgently review its policy of support for unfiltered stacks.

I note that the Education Minister, who as Planning Minister approved the M4 East and New M5, stated that the would not allow unfiltered ventilation stacks in his electorate.

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

This is negligent when you consider that the World Health Organisation in 2012 declared diesel particulates carcinogenic. The Rozelle interchange has long climbs which will increase emissions concentrations, which will then be pumped into the surrounding area. The EIS shows significant traffic volumes will head onto the Anzac Bridge, which already operates at the lowest Level of Service (F) in peak times. There will be significant queues heading into the tunnels, greatly increasing the level of emissions, but the model does not account for these conditions.

The three pollution Stacks in the Rozelle Rail yards are shown to be 38 meters high. This is a totally inappropriate location for these pollution stacks as the Rozelle Rail Yards are in a valley and the stacks will be on land that is approximately 3.5 meters above sea level.

Balmain Road between Wharf Rd and Victoria Road is at an elevation of on average 37 meters. Orange Grove Primary School is at an elevation of 33.4 meters. Areas of Hornsey Rd Rozelle are at 28 meters. The area near the junction of Annandale and Weynton streets in Annandale has an elevation of 29 meters. Our house is on Starling St Lilyfield and has an elevation of approximately 36 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.

I object to this project because despite costing billions of dollars, the M4/M5 tunnel will not significantly solve the problem of traffic congestion in Sydney. In fact, it is likely to make it worse.

According to AECOM's EIS report for the benefits of this project to be fully realised, the F6, Western Harbour Tunnel, Beaches Link and the Sydney Gateway would need to be completed. In other words, this project depends on other tollways being built which are little more than concepts with no business case or planning approval.

These projects were not included in the WestConnex business case. They are not priority projects in any state or Federal roads plan. Indeed according to the EIS, even if all of these tollways were built, the whole Sydney network would only be 10% more productive than it is now. This makes no sense and is an outrageous drain on human, natural and financial resources.

The original purpose of the WestConnex project was to improve and extend the M4 motorway and to

connect the M5 to Port Botany and to Sydney Airport. Improving the road system for trucking freight was supposed to be the principal purpose. None of the three stages goes to Port Botany or to the airport.

Neither the new M5 (needed for the large trucks which cannot use the existing M5) nor the stage 3 tunnels go to Port Botany. For that there is a separate project proposal, the Sydney Gateway, for an additional tollway to move freight from the port to distribution centres further inland or directly to final destination (see Section 4.1.4 EIS Project development and alternatives). So it is misleading to claim improvement in freight movement as a benefit of this project. Instead the link to the M5 interchange at St Peters and the new M5 - if they fulfill expectations of numbers of vehicles using them - will deliver 1000s of vehicles onto the roads to the airport, which are already at capacity.

This stage 3 project will build another tollway but the revenue will not go to cover the cost of construction of the new roads and tunnels but to provide revenue to private investors for 40 years. This stage will deliver none of the promised connections to the Sydney Airport or Port Botany which were the purpose of the original WestConnex project. While we are told repeatedly that WestConnex will benefit the people of Western Sydney, the reality is that drivers from western Sydney will generate ever increasing revenue to investors in the operators of roads that do not serve their needs.

The 'planning and approval process' for Westconnex has been a complete sham. This stage of the project has been no different. Properties have been compulsorily acquired on Victoria Road and other locations before the project has been approved. NSW Government 'business practice' as usual? The Dan Murphy property on Darley Road Leichhardt will cost the public up to \$50M in compensation to enable it to be used as a 'dive site' for this stage of Westconnex - another profligate waste of public funds and another instance demonstrating that this project is not being delivered in the public interest.

Ultimately, Sydney needs better a better public transport network that will encourage people to get out of their cars, rather than a new road network that does the opposite. Westconnex is a 1950s solution to our 21st century transport issues, it will fail to deliver a sustainable solution. Sydney should be building a high speed rail network, not more road networks based on dubious assumptions and for the financial benefit of private corporations.

Submission: Online Submission from Kay Reaney (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227704](https://majorprojects.accelo.com/?action=view_activity&id=227704)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 08:51:21 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Zvia Zilber (object)

**From:** system@acelo.com On Behalf Of Zvia Zilber  
**Sent:** Sunday, 15 October 2017 7:51:02 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Zvia Zilber (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Zvia Zilber  
 [REDACTED]  
 [REDACTED]

Rozelle, NSW  
 2039

**Content:**

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.

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.

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.

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.

[REDACTED]

Submission: Online Submission from Zvia Zilber (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227716](https://majorprojects.accelo.com/?action=view_activity&id=227716)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 10:11:59 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Ben Aveling (object)  
**Attachments:** 227754\_M4M5 EIS Submission\_2017Oct15\_2104.pdf

**From:** system@accelo.com On Behalf Of Ben Aveling  
**Sent:** Sunday, 15 October 2017 9:05:12 PM (UTC+10:00) Canberra, Melbourne, Sydney  
[REDACTED]  
**Subject:** Submission Details for Ben Aveling (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Ben Aveling  
[REDACTED]  
[REDACTED]  
[REDACTED]

Alexandria, NSW  
2015

Content:  
See attached.

[REDACTED]  
Submission: Online Submission from Ben Aveling (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227754](https://majorprojects.accelo.com/?action=view_activity&id=227754)

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

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

## **M4M5Link EIS Objection**

**Ben Aveling**

I OBJECT to the project as currently proposed.

The EIS fails to meet the SEARs, and the project fails to meet its objectives.

The SEARS requires:

- Consideration of feasible alternatives
- Modelling of the project

The EIS considers several alternatives, and finds each *alone* to be lacking. But it does not consider the possibility that a combination of alternatives may be effective, or more effective than the project as proposed.

The EIS actually acknowledges that the project does not meet its objectives. The EIS claims that the project plus possible future projects will meet the objectives, but this is a statement of faith; unsupported by the evidence.

Approving this EIS would be maladministration, and a breach of the Department of Planning's obligations to the people of the State of NSW.

## Consideration of Alternatives

The SEARs require that “The EIS [include] an analysis of any feasible alternatives to the project” (Outcome 2, Requirement 1(e)) and “a description of how alternatives to and options within the project were analysed” (Outcome 2, Requirement 1(g)).

Section 4.1 of Volume 1A (4-15) says that five alternatives were considered:

Alternative 1 – improvements to the existing arterial road network

Alternative 2 – investment in alternative transport modes

Alternative 3 – demand management

Alternative 4 – the ‘do nothing’/‘do minimum’ case

Alternative 5 – development of the M4-M5 Link.

Alternative 1 is dismissed because:

- “improvements to the arterial road network *alone*, ..., are not a feasible or long-term alternative to the project.” (4-16, my emphasis)

Alternative 2 is dismissed because:

- “Public transport improvements *alone* are ... not a viable alternative” (4-20, my emphasis),
- “Rail freight improvements *alone* are ... not a viable alternative” (4-21, my emphasis),
- “cyclist and pedestrian infrastructure *alone* would not cater for the diverse travel demands within the project footprint *that are best met by road Infrastructure*.” (4-25, emphasis mine).

Alternative 3 is dismissed because:

- “Travel demand management changes *alone* are ... not a viable alternative” (4-27, my emphasis)

Because each of the above Alternatives, *alone*, is not an alternative to the project, the EIS concludes that the project is necessary.

However, the EIS: explicitly acknowledges that: the project “*alone* would not be able to accommodate the additional container traffic” (4-23, my emphasis), and recommends that all of the alternatives be pursued.

Section 4.1 of the EIS acknowledges that Alternative 1 would “provide incremental change in the efficiency of the road network”.

The EIS acknowledges that Arterial upgrades “would provide *more effective* solutions to congested parts of the road network” (4-16).

Alternatives 2 and 3 are advocated for in the assessment of alternative 5, which says:

- “investment in Sydney’s strategic road network can be sustainable *if* complemented by strategies to manage congestion and environmental impacts, and should be undertaken in tandem with investment in public transport and demand management measures.” (4-31)

Section 4.3 acknowledges that “Travel demand management [would] reduce the impacts of road traffic on Sydney’s road network.” (4-27)

The EIS does not consider whether all of the above alternatives, *together*, might be an alternative to the project.

**The EIS should be extended to consider whether some combination of improvements to Arterial Roads, Investment in Alternative Transport Modes, and Demand Management might be more cost effective than The Project.**



## Cost Benefit

The EIS does not estimate either the incremental benefit of each alternative, or the cumulative benefit of all of the alternatives.

The EIS does not present a cost benefit analysis. Instead, it relies on cost benefit modelling allegedly contained in the 2015 *WestConnex Updated Strategic Business Case*:

“The benefit cost ratio for the project alone identified in the WestConnex Updated Strategic Business Case is 2.38:1 when the wider economic benefits of the project are not taken into consideration. When the wider economic benefits are considered, the benefit cost ratio is 2.94:1.” (3-19)

On my examination, these figures are not to be found in the *WestConnex Updated Strategic Business Case*. The documents contains only a claimed BCR of 1.71 (higher with WEB) for the whole WestConnex and no breakdown of the benefits attributable to each stage.

If the figure of 2.94:1 were an accurate reporting of the benefit attributable to Stage 3, then this would indicate almost the entire benefit claimed for the project is approximately the same as the benefit attributed to Stage 3, meaning that Stages 1 and 2 individually have negligible benefit.

This should have been disclosed when those Stages were assessed.

Since the 2015 business case, it has been revealed that the benefits of WestConnex were overstated and that costs were underestimated.

(See, for example, <http://www.smh.com.au/nsw/pressure-builds-on-state-government-to-sweeten-westconnex-sale-20171005-gyur5w.html> and <https://thewest.com.au/politics/docs-reveal-another-westconnex-blowout-ng-s-1758300>.)

This means that the benefits of Stage 3 are actually lower than 2.94, and that the benefits of Stage 1 and Stage 2 are also lower - less than the costs attributable to each stage.

Figure 5-1 in the *WestConnex Updated Strategic Business Case* supports this. The benefits of Stage 1 and 2 alone are a small fraction of the supposed benefits of the whole project:

Figure 5-1: Summary of benefits over time, WestConnex scenario, (\$2015)

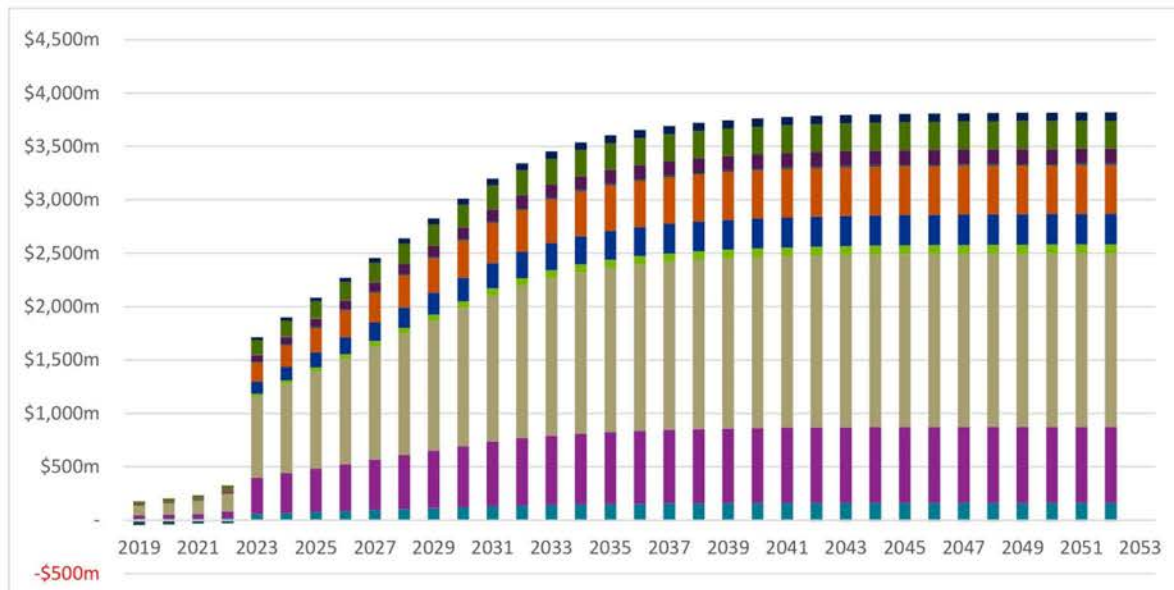


Figure 1: Benefit per year (Source: *WestConnex Updated Strategic Business Case*)

The *WestConnex Updated Strategic Business Case* says that “[t]he significant jump in benefits in the year 2023, is representative of the increased scale of benefits being ‘unlocked’ by the opening of the M4-M5 tunnel link (Stage 3).” (KPMG-43).

However, the *WestConnex Updated Strategic Business Case* was based on the assumption that the Sydney Gateway would be completed as part of Stage 2 (KPMG-19):

<b>WestConnex Stage 2</b>	<p>Stage 2 involves a New M5 to duplicate the existing M5. Key components include:</p> <ul style="list-style-type: none"> <li>• Upgrade to the existing on and off-ramps at the King Georges Road interchange.</li> <li>• Widening of the existing M5 East surface road to four lanes in each direction, from King Georges Road, Beverly Hills, to just west of Kingsgrove Road, Kingsgrove.</li> <li>• Western tunnel portal located on the M5 East, just west of Kingsgrove Road. Tunnel in close proximity to existing M5 East, before heading north to St Peters.</li> <li>• Eastern portal south of Campbell Road, St Peters, creating the ‘St Peters Interchange’. Once Stage 3 is built, St Peters Interchange will operate as on and off-ramps for the integrated motorway tunnel.</li> <li>• Tunnel stubs to facilitate underground connection with Stage 3.</li> <li>• Surface road works for roads in the vicinity of the St Peters Interchange, including:</li> <li>• ‘Sydney Gateway’ connecting St Peter Interchange to Airport Drive, near Sydney Airport.</li> <li>• Upgrade of the King George Rd Interchange has already commenced.</li> <li>• Construction of the new M5 tunnel is expected to commence in 2016.</li> </ul>
---------------------------	--

Figure 2: WestConnex Stage 2 includes Sydney Gateway (Source: *WestConnex Updated Strategic Business Case*)

Therefore, it is safe to assuming the ratio of 2.94:1 (which already needs to be reduced to allow for cost overruns and over-optimistic estimation of benefits) is based not just on Stage 3 being completed, but also on the Sydney Airport Gateway being complete.

The EIS is also explicit that its benefits are dependent on the Sydney Gateway, also known as Airport Link: "For the purposes of this EIS, the Sydney Gateway project is assumed to be completed and open to traffic in 2023." (4-4).

The Premier has confirmed that the Gateway is "not part of the project", and never was. (<https://thewest.com.au/politics/docs-reveal-another-westconnex-blowout-ng-s-1758300>.)

This does introduce the question of why the Business Case was based on the assumption that the Gateway was part of the project.

But more importantly, it raises the question of how much of the (supposed) benefit ratio of 29.4:1 is dependent on the Sydney Gateway.

The EIS for Stage 3 reveals that the benefits of Stages 1 and 2 are negligible, less than the cost of construction. It also suggests that the benefits of Stage 3, alone, are negligible.

**The EIS should either include the Sydney Airport Gateway and its costs, or else it should exclude the Sydney Airport Gateway and its benefits. To evaluate benefits but not the concurrent costs would be maladministration.**



## Modelling

The SEARs require that “The Proponent must assess (and model) the operational transport impacts of the project” (Outcome 2, Traffic and Transport, Requirement 2).

The EIS does not do this. The assessment that is presented is incomplete.

The model does not accommodate the forecast traffic, and the network upon which the recommendation to proceed is based, is not the network proposed in the EIS.

The EIS shows that current average peak speed in the network around St Peters during the AM and PM peak hours is around 27kph (26.8kph in AM Peak, Table 8-13; 26.1kph in PM Peak, Table 8-14). With the Airport Gateway (which is not part of this project) speed is forecast to drop to about 22kph (Tables 12-21 and 12-22). Without the Gateway, whether or not WestConnex is built, speed is forecast to drop to about 12kph (Tables 10-25 and 10-26). By way of comparison, an average cyclist can manage 15.5kph - and a serious cyclist a lot more than that.

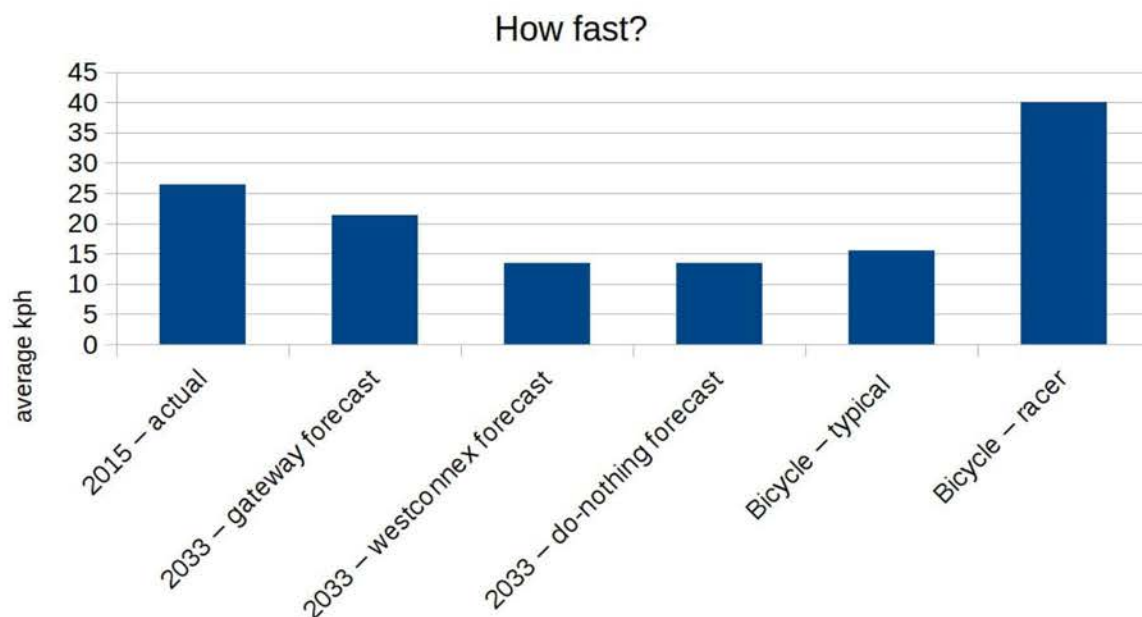


Figure 3: St Peters Interchange Network under various scenarios (Source: Appendix H)

However, the modelling behind this forecast is incomplete. The modelling does not resolve all ‘unreleased vehicles’. An unreleased vehicle is one that could not enter the modelled network because of congestion - it is either stuck in a driveway, unable to exit, or stuck in a queue of traffic at the border of the network.

The presence of unreleased vehicles indicates that the model shows some vehicles are moving while others are completely gridlocked and remain so until the end of peak hour.



In other words, the network is not coping. The EIS acknowledges this:

- “the network is forecast to not be able to accommodate the forecast traffic demand” (H-196)
- “the forecast one hour future demand would exceed the physical road capacity” (H-53)
- “the demand growth forecast by the WRTM in the ‘with project’ scenarios caused the operational models to become inoperable” (H-53)

In order to make the model ‘operable’, RMS assumed demand management: “peak hour demand was therefore reduced in the ‘with project’ scenarios” (H-53).

The EIS (4-27) lists the following examples of demand management:

- Land use planning policies
- increasing the capacity of the public transport network
- integrating urban regeneration around transport nodes
- restrict parking
- ‘time of day’ tolling
- transport pricing

While each different form of demand management has very different associated costs and benefits, the EIS does not disclose which method demand was used, or which method will be used for the remaining unreleased vehicles.

RTA guidelines were that “the percentage of unreleased vehicles must be equal to zero for the base model at the end of the simulation period.” (Paramics Microsimulation Modelling, RTA Manual.)

However, the model presented contains unreleased vehicles, which is to say that only accommodates a proportion of the expected traffic, indicating that either the modelled speeds are higher than the real speeds will be, and/or that there will have to be a higher than modelled level of demand management.

The EIS acknowledges that the With Project scenario is no better than the Without Project Scenario.

The EIS makes the unsupported claims that, if a route and budget could be found for the Sydney Airport Gateway, performance would be better, but acknowledges there would still be insufficient capacity to prevent ‘Unreleased vehicles’ (gridlock).

Capacity constraint is, of course, the ultimate form of demand management. If driving is too difficult, people will find other options, and the EIS acknowledges this:

“It should also be noted that capacity constraint can be used as a demand management technique, which discourages car travel and that conversely, over-provision of capacity can encourage more car use.” (H-46)

In addition, when calculating intersection performance, congestion was assumed away:

“For the purpose of analysing intersection performance in this assessment, all exit blocking constraints, applied in the microsimulation models to reflect network congestion beyond the modelled network extents, were removed. This allows for an assessment of the intersections within the modelled network, irrespective of any downstream queuing that would mask the actual operation of the intersection.” (8-17)

In other words, the EIS only reports on how intersections would perform if the network were not as congested as it would be under this proposal.

It should be remembered that during the M4 and M5 evaluations, limitations were acknowledged but the M4 M5 Link was going to address all those limitations. Now it seems that, as in some giant Ponzi scheme, all the problems that this stage was supposed to address will instead be fixed in the next stage.

Network performance around the other portals is similar to St Peters. Average speeds are lower than they currently are, and are not improved by building the project as proposed. The claim is made that performance can be improved by proposed extensions, beyond the scope of this project, but no evidence or costings are provided.

And this all matters because these portals are the end destination of the M4 and M5. Traffic will need to enter or exit the WestConnex at one of these portal, but the modelling says will that vehicles will be blocked from entering these networks: vehicles will be gridlocked in tunnels, with all that implies for human health and safety.

According to the modelling presented, the M4 M5 Link cannot achieve its objectives.

**The EIS should not be evaluated, let alone approved, until modelling can be computed that does not demonstrate ‘unreleased vehicles’. It would be acceptable for this to be achieved through ‘demand management’, but only if that demand management is of a specified form, to enable the actual costs and benefits of the project to be evaluated.**

## **Conclusion**

The EIS says: "Without infrastructure investment or significant changes to how people travel, the continued demand and use of these corridors would result in additional, prolonged congestion." (4-28)

This is true. However, the EIS does not demonstrate that the infrastructure proposed will do much, if anything, to prevent congestion. There are other options. They should be explored.

Building roads has not reduced congestion anywhere else in the world.

This EIS does nothing to suggest that this road will be the exception.

Approving this EIS would be maladministration, and a breach of the Department of Planning's obligations to the people of the State of NSW.

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

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Sunday, 15 October 2017 8:50:02 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]

Content:

I am appalled to hear that WestConnex will be tunnelling only 10 metres under Denison street. This has the potential to significantly impact on the character homes in the area, as well as shift potentially fragile foundations. Who will be appraising damage done through the tunnelling/building process? And will this damage receive compensation and be 'made good'?

Running a business from home means that I will experience noise and discomfort 24 hours/day.

As the whole project has been shrouded in secrecy, listening to community concerns is long overdue.

The aggressive push for this grossly unpopular infrastructure project is simply archaic in the 21st century and proves poor design and lack of community consultation prevail.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227748](https://majorprojects.accelo.com/?action=view_activity&id=227748)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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



**From:** [REDACTED]  
**Sent:** Sun, 15 Oct 2017 10:37:35 +0000  
**To:** [REDACTED]  
**Subject:** FW: Submission Details for Chris Badger (object)

**From:** system@acelo.com On Behalf Of Chris Badger  
**Sent:** Sunday, 15 October 2017 8:34:05 PM (UTC+10:00) Canberra, Melbourne, Sydney  
**Subject:** Submission Details for Chris Badger (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Chris Badger  
 [REDACTED]  
 [REDACTED]

Lilyfield, NSW  
 2040

**Content:**

I strongly object to this proposal and urge the Secretary of Planning to advise the Minister to refuse the application on the grounds below.

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 about one of the proposed unfiltered smokestacks for the Iron Cove Link being located less than 100 metres from Rozelle Public School. I have major concerns for the health of not only my two children, but the 600+ other students and staff at the school. As an absolute minimum, I ask that the air quality be monitored at the school before, during and after construction so that the impact can be accurately measured. In addition, the ventilation shafts proposed in the Rozelle and Lilyfield areas must be filtered for PM2.5. I request lots of vegetation near the busy roads and planned ventilation shafts to provide a green barrier to absorb the vastly increased air pollution.

Not only do I have concerns regarding the air quality, I also have major concerns about the excessive noise, dust and vibration during the four to five years of construction works, both near the school and near our home. My understanding that that this work will be 24 hours a day, seven days a week, with only a few hours of respite. The impact on children's ability to learn during school hours with this disruption is very concerning. Also concerning is for those living close to the construction. We must ensure these children are able to receive a full nights' of sleep, as lack of sleep leads to tiredness and proven learning difficulty. Provision of air-conditioning for all homes, businesses, schools and day care centres within 500m of construction will be required, so windows can be kept shut to avoid the construction noise and air pollution.

During the construction phase, I have further concerns about a constant stream of huge trucks driving past the school and on local streets. There is a need for additional footbridges/underpasses across Victoria Road to Darling Street and to Terry Street to ensure the safety of our children walking to and from school. There must be a traffic plan to maximise our children's health and safety and ability to walk to and participate in important School events, such as the School cross country and athletics carnival, normally held at King George's Park, and the School swim carnival at Drummoyne pool.

I have concerns around the community consultation process to date. Firstly, that the EIS isn't the final design and subcontractors can change the design without any community consultation or approval. Secondly, that the residual space meant for public parks might be kept by the RMS for future infrastructure projects, and thirdly that the traffic modeling is inaccurate. 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, must be provided so local residents can get to work. I am also looking for guarantees that the Iron Cove Link remains toll free to avoid the creation of rat runs in Rozelle and Lilyfield by road users avoiding tolls.

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.

[REDACTED]

Submission: Online Submission from Chris Badger (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227738](https://majorprojects.accelo.com/?action=view_activity&id=227738)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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

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

**From:** system@acelo.com On Behalf Of [REDACTED]  
**Sent:** Sunday, 15 October 2017 9:05:14 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 have read the EIS and object to the plan currently laid out in Application Number SSI\_16\_7485. In particular, I have the following objections:

- My child goes to Rozelle school. I am concerned and utterly devastated that the current proposal is even considering a smokestack near the Iron Cove bridge, so near to the school, not to mention to all the children at daycares and at Sydney Secondary, many of whom catch the bus from exactly where the stack is proposed. I understand the Rozelle Interchange Project Manager, Peter Jones, has said the stack could be moved to the Goods Yard and that that would in fact reduce costs. Please could this be undertaken and the current seemingly insane proposal of a smokestack near Rozelle school be scrapped.
- Any smokestacks linked to the project should surely be filtered, in line with international standards? Costs are not an excuse, if the costs are too high then this project should never have been undertaken in the first place.
- We live on Springside Street. Under the current proposal, we are looking at up to 5 years of tunnelling work taking place near us, 24 hours a day. I have huge concerns about the noise and vibrations and the effect this will have on our sanity and our ability to have peace during the day (I am at home with my 3-year-old) and rest at night. Yes I know we won't experience this every hour, every day, but we are currently under great stress at the prospect of this happening even on and off during that time.
- I also have concerns about the impact on our street - will it become a rat run for 5 years? Will there be trucks driving down what is currently a very quiet residential street, creating noise and impacting the safety of my kids?
- I don't understand why the tunnel is coming up at the Iron Cove bridge. Much of the traffic is from Lyons Road. Surely to even try to impact traffic should the tunnel not be coming up at Lyons Road instead?

- What Sydney really needs is a proper public transport system, not more focus on roads. I actually hate driving and go out of my way not to drive but the very limited public transport on offer in this city makes that really difficult to do. It needs to step up the game in line with other major world cities.

IP Address:

[REDACTED]

Submission: Online Submission from [REDACTED] (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=227756](https://majorprojects.accelo.com/?action=view_activity&id=227756)

Submission for Job: #7485 WestConnex M4-M5 Link

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

Site: #3247 M4-M5 Link

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



**From:** [REDACTED]  
**Sent:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** FW: Submission Details  
**Attachments:** 227830\_M4\_M5 Stage 3 EIS Objection MD Oct 2017\_2017Oct15\_2254.pdf

**From:** system@accelo.com On Behalf Of [REDACTED]  
**Sent:** Sunday, 15 October 2017 10:55:07 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:  
Please see attached letter detailing objections

IP Address: [REDACTED]  
Submission: Online Submission from [REDACTED] (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=227830](https://majorprojects.accelo.com/?action=view_activity&id=227830)

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

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

Director, Transport Assessment Planning Services  
Department of Planning & Environment  
GPO Box 39  
Sydney, NSW, 2001

15 October 2017

**Re: Objection to Proposed M4 – M5 Link – EIS - SSI 16\_7485**

Dear Sir/Madam,

I would like to object the proposed M4 – M5 Link at Rozelle as outlined in the Environmental Impact Assessment (EIS) released in August 2017

I have serious concerns regarding the following issues:

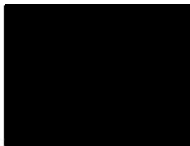
1. The EIS has been prepared prior to the appointment of design and construction contractors and therefore the EIS is INDICATIVE only and subject to detailed design and construction planning to be undertaken by the successful contractor. From my experience with road EIS's this means the final design may look nothing like the conservative approach in the EIS and therefore the EIS should not be approved without the detailed design under our suburbs.
2. The geology presented in the cross sections (Appendix E) is an oversimplified model at best and wrong at worst as it does not present the main geological features that cause problems for tunnelling.
  - a. The presence of a number of igneous dyke that cross the suburb of Rozelle forming a known dyke swarm. The construction of so many tunnels at shallow depths may cause collapses to the surface like the Lane Cove tunnel and potentially putting Rozelle lives at risk. Further the Great Sydney Dyke may extended into the Rozelle area in the alignment of the Rozelle tunnel extension at Iron Cove Bridge. Dyke material was found in borehole IC\_BH02 which may reflect this extension or be related to a dyke identified in 133 Victoria Road, Rozelle (Dale, 1989).
  - b. The discussion on the dykes in the EIS (minor) and in more detail in Appendix T use references (Davies, 2002) which appear not to exist. The primary references to igneous dykes in Sydney (Rickwood, 1995) has not been used nor the more detailed references in Dale et al, 1997. These references are provided below. The lack of correct information suggests that the EIS is flawed in its interpretation of the potential impacts of tunnelling.
  - c. The removal of a large volume of rock below an old suburb with many houses and commercial buildings that would not be designed to current building standards. Settlements in buildings are likely to result from movement in the area of igneous intrusions and due groundwater drawdown. The EIS refers to management of drawdown with a settlement management plan but does not mention potential impact to surface structures or any rehabilitation works and rectification costs;
  - d. The dewatering of the Hawkesbury Sandstone from so many tunnels is likely to impact the broader ecological footprint of the Rozelle area and may result in significant vegetation stress or loss.
3. According to the EIS, the tunnels under Rozelle/Lilyfield are going to be in three levels- the top level will only be 15 metres from the surface. The EIS does not explain how such an exchange would be built. It does not explain what safety procedures would be undertaken to deal with situations like serious congestion, accidents or fire if it should be built. With a serious hold up on the deepest of these tunnels, the air quality will very quickly become toxic unless substantial air conditioning is a major part of the design.
4. Establishment of ventilation stacks in close proximity to Rozelle Public School, Balmain High School, and nearby aftercare and child care facilities, not to mention the sporting

facilities for children that use Eastern Park. This is likely to impact the health of children and adult in Rozelle (this issues is a broader issue that just Rozelle).

5. The Iron Cove and ANZAC bridges are already at peak capacity in peak hours and will not cope with further vehicle numbers. This will also severely impact the flow of public transport on the main thoroughfares and should be independently assessed.
6. The ongoing removal of tracks in the Rozelle Railway Yards limits any future use for public transport.

Finally I consider that the EIS does not present a suitable argument that the project complies with the government's requirements for ecologically sustainable development and therefore should not be approved until it can demonstrate that it complies with the ESD principles and can demonstrate to the people of Rozelle there are no significant environmental, construction and transport impacts.

Yours faithfully



## References

Rickwood, P.C., 1995. Igneous dykes in the north-eastern part of the Sydney Basin. p.85 - 128 in Engineering geology of the Newcastle-Gosford Region. Ed. Sloan, S.W. & Allman, M.A. (for the Australian Geomechanics Society), Conference Publications, Springwood, NSW. 466pp

Dale, M.J., Rickwood, P.C. and Won, G.W., 1997. The Geology and Engineering Geology of the 'Great Sydney Dyke', Sydney, N.S.W. p.1-37 in McNally, G.H. (Editor) Collected Case Studies in Engineering Geology, Hydrogeology and Environmental Geology. Third Series. Environmental, Engineering and Hydrogeology Specialist Group of the Geological Society of Australia and Conference Publications, Springwood, NSW. 361pp.