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: ST JOHN CLARKE

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: 64 MAGAN ST ENMORE

Suburb: ENMORE Postcode: 2042

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 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.

- 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 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 EIS admits that drivers from lower income households are more likely to travel longer distances to avoid tolls because of the cost. So you either pay the high tolls (capped at $7.95 in 2015 dollars) or you drive for longer to avoid the tolls. We have seen this already where commuters have chose to drive on Parramatta rd not the new M4 with the new tolls. This is unfair.

- The modelling shows severe traffic levels and increased congestion on Johnston St, and The Crescent (+80% ADT).

- 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 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)

- The high tolls are set to increase for decades by the CPI or by 4% a year, whichever is higher. When inflation is low and wages are not even keeping up with low inflation this is outrageous. And it is not as if the commuters or workers of western

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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
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: J. FOTOPOULOS

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: 10 Pilmuir Pl

Suburb: Culburra Beach *Postcode* 2540

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

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

⇒ The EIS states the Inner West Interchange would be under 3 suburbs - Lilyfield, Annandale and Leichhardt – so clearly it would cover a very extensive area (see map in EIS Vol 1A Chap 5 Part 1 p11) with drilling and danger of subsidence affecting hundreds of homes.

⇒ Increased traffic on Gardeners Road will require land use planning changes that may decrease the value of land.

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

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

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

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: Steven DOHERTY
	Address: 927 Pittwater Rd
Application Number: SSI 7485	Suburb: Collaroy Postcode 2097
Application Name: WestConnex M4-M5 Link	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.

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 latest EIS was released just ten business days after feedback period ended for the Concept Design for the M4/M5 and before preliminary drilling to establish a route through the Inner West is completed. WHAT IS THE RUSH? This EIS is little more than a concept design and is far less developed than earlier ones. It is composed of many indicate only plans such that it is impossible to know what the impacts will be and yet approval is being sought in a rush. The EIS ignores more than 1500 submissions, including one of 142 pages from the Inner West Council.
- 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?
- 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.
- Where is the commitment to community consultation and to long term planning when the EIS for the M4/M5 Link is released before any response to the extensive community feedback on the M4-M5 Link concept design could possibly have been seriously considered. This demonstrates deep government contempt for the people of NSW and the communities of the Inner West of Sydney in particular.
- The EIS was prepared by global engineering firm AECOM, which also prepared the EIS for Stages 1 and 2. When he approved these earlier stages, the then Minister for Planning Rob Stokes pointed to conditions of approval that would minimise impacts on communities. But the impacts have turned out to worse than expected.
- 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.

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: Nikki Donald Address: 23 Gibbons st
Application Number: SSI 7485	Suburb: Camperdown Postcode 2050
Application Name: WestConnex M4-M5 Link	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

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 shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street will greatly increase during the construction period and also be greatly increased by the time Stage 3 is completed. It states that Stage 3 will do nothing to improve traffic congestion in the area in fact it will add to the problem. Many of these areas are already congested at Peak times. This will be highly negative for the local area as more and more people try to avoid the congestion by using rat runs through the local areas on local streets.

◊ The mainline tunnel alignment was influenced by a number of factors between Haberfield and St Peters. It is very concerning that one of these factors, states that this route was decided on for: "Future connections to the motorway network". This is of particular concern in the light of the Camperdown interchange removal. Westconnex was forced to remove this interchange due to pressure from the RPA Hospital, Sydney University and The Chinese Embassy. Knowing that the Camperdown Interchange was wanted it is highly concerning to see this reference to future motorway connections but no disclosures outlining where these connections maybe. The EIS also 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. In light of the way residents and home owners have been dealt with by Westconnex the fact that other areas are being considered for add on sectors to this project is of great concern.

◊ 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.

◊ In 2033 with the M4 - M5 link the WRTM is forecasting reductions in peak travel times between the M4 corridor and the Sydney Airport/Port Botany area. The times savings that are quoted miniscule! Between Parramatta and Sydney Airport the time saving is 10 minutes. Between Burwood and Sydney Airport the time saving is 5 minutes. Between Silverwater and Port Botany the time saving is 10 minutes. So for well over $20Billion all that can be saved is just a handful of minutes! This total waste of public money is completely unacceptable.

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

Name: Ivy Crago

Signature: Ivy Crago

*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: 99 westbourne st

Suburb: petersham Postcode 2049

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. *Many homes around the 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. Areas that will be particularly highly noise affected are Bayview Crescent and Railway Parade, the Northern end of Rail Yard site and sections of Lilyfield Rd, Hornsey St, Quirk St and Robert St. Given their proximity, receivers located along Lilyfield Rd between Victoria Road and Gordon St which overlook the Rozelle Yards are likely to experience the greatest construction noise impact within the whole Rozelle area.*

II. *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.*

III. *I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.*

IV. *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.*

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: Jovanka Bulyan

Signature: J. Bulyan

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: 60/20 Fitzgerald St

Suburb: New town NSW **Postcode** 2042

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. *Rozelle Interchange and surrounds will experience **increased traffic with associated noise and air pollution**– most particularly at the **Crescent, Johnson St and Catherine St**, Annandale/Lilyfield/Leichhardt and **Ross Street**, Glebe. These streets are already highly congested at peak times and with a massive number of extra truck movements and traffic associated with construction, these streets will become gridlocked during peak times.*

2. *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)*

3. *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.*

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. *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 just beyond belief and demonstrates that those who have put these plans together are either staggeringly ignorant or totally delusional! At a time when major World cities are doing all they can to address the dire problems of pollution this is an appalling suggestion that is totally out of touch.*

6. *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.*

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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: Jovanka Bujan

Signature: J. Bujan

*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: 60/20 Fitzgerald St

Suburb: Newtown NSW Postcode 2042

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. *Many homes around the 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. Areas that will be particularly highly noise affected are Bayview Crescent and Railway Parade, the Northern end of Rail Yard site and sections of Lilyfield Rd, Hornsey St, Quirk St and Robert St. Given their proximity, receivers located along Lilyfield Rd between Victoria Road and Gordon St which overlook the Rozelle Yards are likely to experience the greatest construction noise impact within the whole Rozelle area.*

II. *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.*

III. *I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.*

IV. *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.*

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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: Jovanka Milan

Signature: J. Milan

*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: 60/20 Fitzgerald St

Suburb: Newtown NSW Postcode 2042

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 23rd 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 _____

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

Name: CHRIS DOFFEY

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: 1/192 CROYDON ROAD

Suburb: CROYDON Postcode 2132

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

A. The EIS 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.

B. 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.

C. 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.

D. I am concerned that the EIS provides no reasons why the City of Sydney's alternative plan might not be preferable to the proposed WestCONnex.

E. The EIS was prepared by global engineering firm AECOM, which also prepared the EIS for Stages 1 and 2. When he approved these earlier stages, the then Minister for Planning Rob Stokes pointed to conditions of approval that would minimise impacts on communities. But the impacts have turned out to worse than expected.

F. 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 _____

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: Denis Burnham

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: 51 Charles St

Suburb: Erskineville *Postcode* 2043

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

1. 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)

2. 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?

3. 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.

4. 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.

5. 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.

6. Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Particulate matter is linked with Asthma, Lung Disease, Cancer and Stroke.

7. The widening of the Crescent between the City West link and Johnston St with an extra lane being constructed will lead to heavy traffic congestion. This will be exacerbated still further by extra traffic light control cycles being incorporated into the signaling at both Johnston St and at the City West Link, with the inclusion of an extra traffic light control 400m West from the Crescent / City West Link junction to manage the movement of large numbers of spoil trucks.

8. 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."

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: Denis Burnham

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: 51 Charles St

Suburb: Erskineville *Postcode* 2043

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

- *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 M$/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* _____

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

Name: Jane Caldwell

Signature: Jane Caldwell

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: 32 North Ave

Suburb: LEICHHARDT Postcode: 2040

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, if the current proposal for ventilation facilities do not manage to achieve satisfactory environmental and health impacts, that further ventilation facilities may be proposed. This is unacceptable and the EIS does not provide the alternative locations for any such facilities and therefore the community is deprived of any opportunity to comment on their impacts. The EIS should not be approved on the basis that there may be additional ventilation facilities that are not disclosed in the EIS.

- The EIS acknowledges that impacts of construction should M4M5 get approval will worsen traffic congestions on Parramatta Rd. In these circumstances it would be outrageous for motorists to be asked to pay up to up to $20 a day in tolls. I object to the fact that this is not considered or factored into the traffic analysis.

- Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?

- 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.

- Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?

- 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.

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: Jane Caldwell

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: 32 North Ave

Suburb: LEICHHARDT Postcode: 2040

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 needs to provide specific detail as to what will be provided by way of alternative accommodation to the 36 residents identified as suffering extreme noise interference. There is no plan to temporarily relocate such residents, not to offer them financial compensation to enable them to move out during the worst period. There is an estimated 10 weeks of extreme noise during demolition of the commercial building and preparatory road works. Once this work is finished the residents will also be forced to endure a truck every 304 minutes for a period of five years. It is clearly not possible for such residents to continue to live in these houses and the EIS needs to detail what will be provided in terms of alternative living arrangements for part, or all of the construction work period.

- 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.

- Hundreds of risks associated with this project have not been assessed but have instead been deferred to a detailed design stage into which the public will have no input. I call on the Department of Planning to reject this inadequate EIS that has been prepared by AECOM that has multiple commercial interests in WestConnex.

- 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.

- 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.

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: Jane Caldwell Address: 32 North Ave
Application Number: SSI 7485	Suburb: LEICHHARDT Postcode 2040
Application Name: WestConnex M4-M5 Link	Signature: Jane Caldwell

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

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

⇒ The business case is fatally flawed in a number of ways :

- It does not factor in the impact of longer total journey lengths on urban sprawl, which will have a flow-cost for infrastructure and servicing.
- It includes benefits from WestConnex supporting more compact commercial land use when this is generally not the result of motorway investment, and is unlikely to be in the area served by Stage 3.
- It does 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 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 Government is spending many billions of taxpayer dollars via Metro Rail to try and free itself of the restrictions of the City Circle that imposes a choke on the whole rail network, but is now replicating a the city circle with a 60km road network. It does makes sense to focus a rail network on the centre of the densest employment and residential area of Australia, with the greatest economic output per square kilometre. However, it is the antithesis of common sense, practicality, economic productivity, property value creation, environmental planning, social planning and basic transport planning to replicate it with more motorways.

⇒ 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.

Submission from:	Submission to:
Name: Suzanne Kelly Signature: S Kelly *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: 7/465 Balmain Rd Suburb: Lilyfield Postcode 2040	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

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**

- *I strongly object to the proposed location of this permanent operational facility on Darley Road. The presence of this site contradicts repeated assurances to the community that the site would be returned after construction was completed. The ongoing presence of this site will limit future uses of the darley Road site which could serve community purposes, particularly given its location directly next to public transport. Its presence removes the ability to provide more accessible, safer and direct pedestrian access to the North Leichhardt Light Rail Station. The plant location, in a neighbourhood setting is not appropriate. It will reduce property values and have an unacceptable impacts on the visual amenity of the area. The streets adjacent to Darley Road are comprised of low-rise residential homes and small businesses and infrastructure such as this should not be permitted in such a location.*

- *The 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 just beyond belief and demonstrates that those who have put these plans together are either staggeringly ignorant or totally delusional! At a time when major World cities are doing all they can to address the dire problems of pollution this is an appalling suggestion that is totally out of touch.*

- *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)*

- *Insufficient time has been given for the community to prepare submissions to the EIS, especially when one considers that whole neighbourhoods affected by the project were not even notified during the concept design period. e.g Newtown, east of King St.*

- *Acquisition of Dan Murphys – I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the tax payer should not be left to foot the compensation bill in these circumstances.*

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: Suzanne Kelly
	Address: 7/465 Bdlmain Rd
Application Number: SSI 7485	Suburb: Lilyfield Postcode 2040
Application Name: WestConnex M4-M5 Link	Signature: SKelly

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

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

1. 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

2. I object to this new tollway because in the past tolls have been justified as needed to pay for the new road. This is not the case of this tollway that will charge tolls for 40 years. This is only to guarantee revenue to the new private owner.

3. The proponent excludes the impact of the Western Sydney Airport from analysis of the project. This could have a significant impact on traffic volumes.

4. The modelling shows significant increases in traffic on Victoria Rd (+20% ADT) which is already at capacity.

5. Most people in Emu Plains, Penrith, Mt Druitt, or Blacktown who work in Sydney CBD use the trains. What workers travelling to Sydney city really need are better and more frequent trains. This is just dismissed by the EIS.

6. Most people in Emu Plains, Penrith, Mt Druitt, or Blacktown who work in Sydney CBD use the trains. What workers travelling to Sydney city really need are better and more frequent trains. This is just dismissed by the EIS.

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

8. 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.

9. Public transport is rejected by the EIS so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I urge the Secretary of Planning to reject this project.

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

Name: Suzanne Kelly

Signature: S. Kelly

*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: 7/465 Balmain Rd

Suburb: Lilyfield Postcode 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- The high tolls are set to increase for decades by the CPI or by 4% a year, whichever is higher. When inflation is low and wages are not even keeping up with low inflation this is outrageous. And it is not as if the commuters or workers of western Sydney have a real alternative in public transport. This is just gouging western Sydney road users to make the road attractive to a buyer

- 602 homes and more than a thousand residents near Rozelle construction sites would be affected by noise sufficient to cause sleep disturbance even if acoustic sheds and noise walls are used..The EIS promises negotiation to provide even more mitigation on a one by one basis. This is not acceptable to me. As other projects have demonstrated, those with less bargaining power or social networks have been left more exposed. In any case, there is no certainty that additional measures would be taken or be effective.

- The EIS admits that drivers from lower income households are more likely to travel longer distances to avoid tolls because of the cost. So you either pay the high tolls (capped at $7.95 in 2015 dollars) or you drive for longer to avoid the tolls. We have seen this already where commuters have chose to drive on Parramatta rd not the new M4 with the new tolls. This is unfair.

- Whilst chapters 10 and 12 of Appendix H show mid-block level of service at interfaces with interchanges and points within the tunnels, there is no information about other mid-block points such as the ANZAC Bridge. Part 8.3.3 of the EIS refers to increases in daily traffic forecasts on the Anzac Bridge/Western Distributor, particularly in the AM peak, as traffic accesses the M4-M5 Link and future forms of traffic or network management are intended. Information about the traffic forecasts for the Anzac Bridge/Western Distributor should be provided.

- The 2023 'cumulative' modelling scenario includes the Sydney Gateway and the western harbour tunnel but neither of these projects are currently committed and it is highly unlikely they will be completed by this date. This raises the question of why did the proponent adopt such a misleading position and how does it affect the impacts stated?

- I object to the way this project is hailed by the Minister for Western Sydney Stuart Ayres for the benefit of western Sydney when hardly any parts of Sydney west of Parramatta are even mentioned in the EIS. This is deliberately misleading. All the reasons for this stage of WestConnex are about linking the new M4 and M5 to the western harbour tunnel and northern beaches tunnel. Or they talk about links to the "Sydney Gateway" to the airport and Port Botany and they are not even part of this project.

- This EIS contains no meaningful design and construction details and no parameters as to how broad changes and therefore impacts could be. It therefore fails to allow the community to be informed about and comment on the project impacts in a meaningful way.

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

Name: Suzanne Kelly

Signature: S Kelly

*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: 7/465 Balmain Rd

Suburb: Lilyfield Postcode 2040

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- The Project 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 modelling assuming journey time shifting when mode shifting is more likely.

- The modelling does not consider the latest plans from the NSW Government's Greater Sydney Commission despite them being released nine months ago.

- I object to the whole project because the people of Western Sydney were not consulted about where they wanted new roads or what transport they prefer. The WestConnex project with the tolls we will have to pay was just dumped on us, there was no consultation about our needs.

- 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.

- 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)

- Residents of Haberfield should not be asked to choose between two construction sites. This smacks of manipulation and a deliberate attempt to divide a community. Both choice extend construction impacts for four years and severely impact the quality of life of residents. NSW Planning should reject the impacts on Haberfield as unacceptable. (page 106)

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

Name: Rosemary Bloom

Signature: R Bloom

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

Address: 8 Liege St

Suburb: Russell Lea Postcode 2046

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

A. The EIS 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.

B. 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.

C. 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.

D. I am concerned that the EIS provides no reasons why the City of Sydney's alternative plan might not be preferable to the proposed WestCONnex.

E. The EIS was prepared by global engineering firm AECOM, which also prepared the EIS for Stages 1 and 2. When he approved these earlier stages, the then Minister for Planning Rob Stokes pointed to conditions of approval that would minimise impacts on communities. But the impacts have turned out to worse than expected.

F. 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.

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

Name: Rosemary Bloom

Signature: R Bloom

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

Address: 8 Liege St

Suburb: Rosebery Postcode 2018

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

a. I am concerned that SMC has selected one of Sydney's most dangerous traffic spots, Darley Rd in Leichhardt for a construction site that will bring hundreds of extra trucks and cars into the area on a daily basis for years.

b. The EIS states "that without the 'construction scenario' the City West Link/The Crescent and The Crescent/James Craig Road intersections are forecast to operate satisfactorily at LoS D or better in both Peak periods. With the 'construction scenario' the operational performance at the intersections is forecast to worsen". And after 5 years of construction and the spending of more than $18 Billion the outcome at these locations will be worse.

c. 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.

d. 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.

e. 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.

f. The latest EIS was released just ten business days after feedback period ended for the Concept Design for the M4/M5 and before preliminary drilling to establish a route through the Inner West is completed. WHAT IS THE RUSH? This EIS is little more than a concept design and is far less developed than earlier ones. It is composed of many indicate only plans such that it is impossible to know what the impacts will be and yet approval is being sought in a rush. The EIS ignores more than 1500 submissions, including one of 142 pages from the Inner West Council.

g. 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.

h. The process that has led to this EIS has been undemocratic and obscure, driven by decisions made behind closed doors.

i. I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.

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

Name: ROSEMARY BLOOM

Signature: R Bloom

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

Address: 8 Liege St

Suburb: Rozelle LGA Postcode 2046

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

a. The 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.

b. 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.

c. 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.

d. 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 unnacceptable 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.

e. 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.

f. I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.

g. 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.

Submission from:	Submission to:
Name: Lena Kovardas 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: 6/40 evans st Suburb: Balmain Postcode 2041	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

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.**

a) 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.

b) 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 were 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.

c) 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."

d) 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.

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:* Emelda Moncelet *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:* 137-139 Regent St *Suburb:* CHIPPENDALE *Postcode* 2008

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.

◊ 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.

◊ There will be major impacts on the Anzac Bridge with a projected increase of 60% in daily traffic. There will also be major impacts to the Sydney City Centre. The EIS states that this will lead to major impacts on bus travel time and reliability. The EIS's suggests that people will have to adjust their travel times to starting for work earlier and finishing later. This is unacceptable and underlines Westconnex's waste and total failure.

◊ Lack of ability to comment on the urban design as part of the approval process - The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken ;during detailed design'. The Community should be given an opportunity to comment upon and influence the design and we object to the approval of the EIS on the basis that this detail is not provided, nor is the community (or other stakeholders) given an opportunity to comment or influence the final design.

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

◊ 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.

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: Emelda Moncelet

Signature:

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I HAVE NOT made reportable political donations in the last 2 years.

Address: 137-139 Regent St

Suburb: Chippendale Postcode 2008

I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

- The EIS admits that it is not even known what excavation would be undertaken at the White Bay Power station. I am particularly concerned about the old water channels and the southern penstock which are part of Sydney's industrial heritage. How could an EIS for such a major project be put forward on this basis? It is fatuous to state that " physical and indirect impacts on this heritage element should be avoided" and suggest that a future plan should be done. Why isn't the need for excavation known? This raises great concerns about the 'indicative only' nature of the work that has been done before this EIS. Why is there such a rush? This EIS is not complete and should be rejected for that reason.

- Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Fine particulate matter is linked with Asthma, Lung Disease, Cancer, Stroke and poor lung development in children. Those most at risk are the old, the young and the unborn of pregnant women.

- 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.

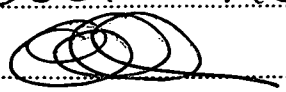
- This EIS treats the public with contempt. It offers no final design, no commitment to an outcome and only the most vague and unreliable traffic modelling. It seeks to get NSW Government approval so that the opportunity to design, build, operate, maintain and toll the road can be sold to private investors, 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.

- 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.

- 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.

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: Emelda Moncelet

Signature: 

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

Address: 137-139 Regent St

Suburb: Chippendale Postcode 2008

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name:
WestConnex M4-M5 Link

◊ The Project 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.

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: Serena Cooray

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: 739 Darling St

Suburb: Rozelle Postcode 2039

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 strongly object to the WestConnex M4-M5 Link for a multitude of reasons, including :
  - It is a toll road project made for big business, 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
  - 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.

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

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: Richard Amfield

Signature: R N Amfield

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: Plympton Postcode 5045

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 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: Arayinda Thiagalingam

Signature: Thiagalingam

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

Address: 30 Cove Street

Suburb: Birchgrove 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:
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Name: Aravinda Thiagalingam

Signature: Athiagalingam

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Address: 30 Cove Street

Suburb: Birchgrove 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

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Attention Director
Application Number: SSI 7485

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

Application Name:
WestConnex M4-M5 Link

Name: Aravinda Thiagalingam
Signature: A. Thiagalingam

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I HAVE NOT made reportable political donations in the last 2 years.

Address: 30 Cove Street
Suburb: Birchgrove Postcode 2041

I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

- The EIS admits that it is not even known what excavation would be undertaken at the White Bay Power station. I am particularly concerned about the old water channels and the southern penstock which are part of Sydney's industrial heritage. How could an EIS for such a major project be put forward on this basis? It is fatuous to state that " physical and indirect impacts on this heritage element should be avoided" and suggest that a future plan should be done. Why isn't the need for excavation known? This raises great concerns about the 'indicative only' nature of the work that has been done before this EIS. Why is there such a rush? This EIS is not complete and should be rejected for that reason.

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- This EIS treats the public with contempt. It offers no final design, no commitment to an outcome and only the most vague and unreliable traffic modelling. 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.

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Attention Director
Application Number: SSI 7485

Infrastructure Projects, Planning Services,
Department of Planning and Environment
GPO Box 39, Sydney, NSW, 2001
Application Name:
WestConnex M4-M5 Link

Name: ANTHONY GREEN

Signature: [signature]

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

Address: 43 McKELL ST

Suburb: BIRCHGROVE *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.

- Rozelle Rail Yards will have 400 car parking spaces provided for site workers(EIS). The daily workforce for these sites is shown to be approximately 550. This means that 150 vehicles will need to park in nearby local streets which are already at full capacity during weekdays from commuters parking and taking the light rail.

- 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 proposes that all trucks will arrive at the Darley Road civil and tunnel site from Haberfield and travel along Darley Road to the site, with a right-hand turn now permitted into James Street. The proposed route will result in a truck every 3-4 minutes for 5 years running directly by the small houses on Darley Road. These homes will not be habitable during the five-year construction period due to the unacceptable noise impacts. The truck noise will be worsened by their need to travel up a steep hill to return to the City West Link, so the noise impacts will affect not just those homes on or immediately adjacent to Darley Road.

- The 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.

- There will be major impacts on the Anzac Bridge with a projected increase of 60% in daily traffic. There will also be major impacts to the Sydney City Centre. The EIS states that this will lead to major impacts on bus travel time and reliability. The EIS's suggests that people will have to adjust their travel times to starting for work earlier and finishing later. This is unacceptable and underlines Westconnex's waste and total failure.

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- 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.

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: ANTHONY GREEN

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: 43 McKELL ST

Suburb: BIRCHGROVE Postcode 2041

I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

- The 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. 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.

- It is stated that the hugely expensive Stage 3 M4/M5 link is required as a link between the two motorways. This is totally untrue. The A3 is the primary eastern link between the two motorways and it is described in the State Road network system as the M4- M5 Connector.

- 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.

- To the west there are the M7, A6 and A3 connections. There has been no modelling provided of whether with appropriate upgrades these connections might provide far more cost effective and time efficient connections, particularly given their alignments would service multiple demand corridors.

- 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.

- Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Fine particulate matter is linked with Asthma, Lung Disease, Cancer, Stroke and poor lung development in children. Those most at risk are the old, the young and the unborn of pregnant women.

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: ANTHONY GREEN

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: 43 McKELL ST

Suburb: BIRCHGROVE 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

normal working hours. Access to the EIS is very difficult without access to a personal computer. This totally restricts open community engagement.

- 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. 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.

- 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).

- 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 (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.

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: Lyndon Wale
	Address: 8 Stewart st
Application Number: SSI 7485	Suburb: Balmain Postcode 2041
Application Name: WestConnex M4-M5 Link	Signature: Lyndon

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

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

- *The 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 business case is fatally flawed in a number of ways :*

  - *It does not factor in the impact of longer total journey lengths on urban sprawl, which will have a flow-cost for infrastructure and servicing.*
  - *It includes benefits from WestConnex supporting more compact commercial land use when this is generally not the result of motorway investment, and is unlikely to be in the area served by Stage 3.*
  - *It does 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 Government is spending many billions of taxpayer dollars via Metro Rail to try and free itself of the restrictions of the City Circle that imposes a choke on the whole rail network, but is now replicating a the city circle with a 60km road network. It does makes sense to focus a rail network on the centre of the densest employment and residential area of Australia, with the greatest economic output per square kilometre. However, it is the antithesis of common sense, practicality, economic productivity, property value creation, environmental planning, social planning and basic transport planning to replicate it with more motorways.*

- *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.*

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

Name: ANNA GARDINER

Signature:

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

Address: 8 PERCY STREET

Suburb: ROZELLE Postcode 2039

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- Rozelle Interchange and surrounds will experience increased traffic with associated noise and air pollution– most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe. These streets are already highly congested at peak times and with a massive number of extra truck movements and traffic associated with construction, these streets will become gridlocked during peak times.

- 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.

- Heart disease will skyrocket due to air pollution caused by Westconnex bringing more cars into the Inner West says Paul Torzillo, Head of Respiratory medicine at Royal Prince Albert Hospital. Inner West Courier 23rd May 2017

- The EIS states "that without the 'construction scenario' the City West Link/The Crescent and The Crescent/James Craig Road intersections are forecast to operate satisfactorily at LoS D or better in both Peak periods. With the 'construction scenario' the operational performance at the intersections is forecast to worsen". And after 5 years of construction and the spending of more than $18 Billion the outcome at these locations will be worse.

- 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.

- 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

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

Name: ANNA GARDINER

Signature: Anna Gardiner

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

Address: 8 PERCY STREET

Suburb: ROZELLE Postcode 2039

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- The 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.

- The City West Link Eastbound AM and PM peak hour and other locations."Table 7-19 shows that several locations are forecast to exceed theoretical roadway capacity with the increased background traffic and the construction traffic in the 2021 AM and PM peak hours. However, traffic on the majority of these roads would exceed their theoretical capacity even without the construction traffic, simply due to the growth in background traffic". So in the full knowledge that this area will be at capacity in 2021, massive amounts of construction traffic are going to be added for the whole construction period of 5 years. Even on completion it is stated in the EIS that traffic will be worse in this area than 'without the project'. This categorically shows that the planning of Westconnex is totally inadequate and needs major changes. It also shows that when completed Westconnex will not work. It is abundantly obvious that Rail/Metro is the only option to radically overhaul Sydney's failed transport systems

- 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.

- 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.

- Rozelle Interchange and surrounds will experience increased traffic with associated noise and air pollution– most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe. These streets are already highly congested at peak times and with a massive number of extra truck movements and traffic associated with construction, these streets will become gridlocked during peak times.

- 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.

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:* ANNA GARDINER *Signature:* *Please include my personal information when publishing this submission to your website.* *I HAVE NOT made reportable political donations in the last 2 years.* *Address:* 8 PERCY STREET *Suburb:* ROZELLE *Postcode* 2039

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

- It is stated that if congestion proves to be a problem then other solutions will have to be found. Other routes that are being considered will be using the Western Distributor, the Crescent, Victoria Rd, Ross St, Pyrmont Bridge Rd and Johnston St. The Crescent and Johnston St are clearly going to be used. This despite the fact that in a consultation those representing Westconnex assured residents of Annandale that neither Johnston St or Booth St would be used. It is expected that these routes will also be used for night transport. It is clear that it is unlikely that transportation routes shown in the EIS will be adhered to. This is unacceptable.

- 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.

- The widening of the Crescent between the City West link and Johnston St with an extra lane being constructed will lead to heavy traffic congestion. This will be exacerbated still further by extra traffic light control cycles being incorporated into the signaling at both Johnston St and at the City West Link, with the inclusion of an extra traffic light control 400m West from the Crescent / City West Link junction to manage the movement of large numbers of spoil trucks.

- 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."

- 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.

- 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.

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: XAVIER ATKINSON

Signature: X Atk

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: 7 TRONTON ST

Suburb: BALMAIN *Postcode* 2041

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: KRISTINE LOW

Signature: K Low

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: 6/83 Queen 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

- 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.

- Many homes around the 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. Areas that will be particularly highly noise affected are Bayview Crescent and Railway Parade, the Northern end of Rail Yard site and sections of Lilyfield Rd, Hornsey St, Quirk St and Robert St. Given their proximity, receivers located along Lilyfield Rd between Victoria Road and Gordon St which overlook the Rozelle Yards are likely to experience the greatest construction noise impact within the whole Rozelle area.

- 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.

- 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.

- I strongly object to the privatisation of the WestConnex project that turns public monies into private profit.

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

Name: KRISTINE LOW

Signature: K LOW

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: 6/83 COLLEGE

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

- 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 proposal to run trucks so close to homes is dangerous. There have been two fatalities on Darley Road at the proposed site location. The EIS does not propose any noise or safety barriers to address this. Despite the unacceptable impact to nearby homes, there is no proposal for noise walls, nor any mitigation to individual homes.

- 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.

- Because this is still based on a "concept design" it is unknown how the communities affected will not know what is being done below their residences, schools, business premises and public spaces, particularly if the whole project is sold into a private corporation's ownership before the actual designs and construction plans are determined. The EIS makes references to these designs and plans being reviewed but there is NO information as to what agency will be responsible for such reviews or whether the outcomes of such reviews will be made public. The communities below whose homes, business premises, public buildings and public spaces this massive project will be excavated and built will be completely in the dark about what is being done, what standards it is supposed to comply with, what inspection or scrutiny it will subject to, and whether the private corporations undertaking the work will be held to any liability by our government.

Submission from:	Submission to:
Name: KRISTINE LOW Signature: K Low *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: 6/83 COLLEGE ST Suburb: DARLINGHURST Postcode: 2010	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

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

- *The 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.*

- *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.*

- *I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.*

- *The EIS 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.*

- *The EIS states that Darley Road is a contaminated site, likely including asbestos. There is a risk to the community associated with spoil removal, transfer and handling. We object to the selection of the site based on the environmental risks that this creates, along with risks to health of residents.*

- *The 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.*

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: MAX WELL LANE

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: 2 FERDINAND ST

Suburb: BIRCHGROVE 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

- 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 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.

- 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.

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

Name: Sarah Montgomery

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: 5 Witheombe St

Suburb: Rozelle Postcode 2039

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

i. *The City West Link Eastbound AM and PM peak hour and other locations. "Table 7-19 shows that several locations are forecast to exceed theoretical roadway capacity with the increased background traffic and the construction traffic in the 2021 AM and PM peak hours. However, traffic on the majority of these roads would exceed their theoretical capacity even without the construction traffic, simply due to the growth in background traffic". So in the full knowledge that this area will be at capacity in 2021, massive amounts of construction traffic are going to be added for the whole construction period of 5 years. Even on completion it is stated in the EIS that traffic will be worse in this area than 'without the project'. This categorically shows that the planning of Westconnex is totally inadequate and needs major changes. It also shows that when completed Westconnex will not work. It is abundantly obvious that Rail/Metro is the only option to radically overhaul Sydney's failed transport systems*

ii. *The Health costs of outdoor Air Pollution in Australia are up to $8.4 Billion a year. The Health costs of Particulate Pollution in the Sydney Greater Metropolitan area is around $4.7 Billion a year. With no filtration on the Westconnex tunnels these Health costs will rise substantially.*

iii. *Motor vehicles account for 14% of Particulate Pollution of 2.5 microns and less in Australia. There is no safe level to exposure to particulate matter of 2.5 microns and less. Particulate matter is linked with Asthma, Lung Disease, Cancer and Stroke.*

iv. *Noise mitigation – Leichhardt. The noise mitigation proposed in the EIS is unacceptable. No detail of noise walls is provided, giving residents no opportunity to comment on whether final impacts are acceptable. This is despite the fact 36 homes are identified in the EIS as severely affected by construction noise. The acoustic shed proposed is of the lowest grade and does not cover the entire site, resulting in noise impacts from the movement of trucks in and out of the tunnel access point. The highest grade acoustic shed should be provided, with the shed covering the entire site. The additional noise mitigation such as noise walls, need to be det out in detail so that residents can properly comment on the impacts.*

v. *I am concerned that the AECOM, the company responsible for the EIS, always approves knocking down heritage buildings if the project requires it. It doesn't how much value it holds for the community, it must always be destroyed.*

vi. *The decision to build a three-stage tollway instead of expanding public transport has never been subjected to democratic decision-making and in fact has been opposed by the great majority of submissions received in response to the Environmental Impact Statements for the first two stages.*

vii. *Rozelle Interchange and surrounds will experience increased traffic with associated noise and air pollution– most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe. These streets are already highly congested at peak times and with a massive number of extra truck movements and traffic associated with construction, these streets will become gridlocked during peak times.*

Submission to Planning Services
Department of Planning and Environment
Application Number: SSI 7485
Name: WestConnex M4-M5 Link

I wish to register my strong objection to Stage 3 (M4-M5 Link), particularly in relation to NW Rozelle. My reasons are set out below:

1. CAR PARKING CONGESTION & SAFETY ISSUES
It is stated that upgrades to the existing car park within King George Park will be implemented during construction, with around 30 carparking spaces being formalised (EIS 13.5.4). This is a well-used park, which accommodates up to at least 80 cars at any single sporting event on the weekend. Overflow cars usually spill into the side streets during the weekend. Reducing carparking to 30 spaces means that 50+ cars will be pushed into nearby 10k shared-zone local streets which are already crammed full with local residents cars. This is not feasible. Having so many cars circulating the shared-zones looking for parking is also dangerous for pedestrians, many of whom are children.

2. POLLUTION AND LOSS OF CAR PARKING SPACE
It is stated that a new bioretention facility at King George Park will be incorporated into the current carpark (EIS 13.5.4). It is unclear whether this facility is to be permanent or whether the water being pumped from the facility into Iron Cove will be filtered. It is not acceptable to pump toxic waste into Iron Cove. The biorentention facility is also taking up valuable parking space. See point 1 above.

3. SHARED-ZONE SAFETY ISSUES ON LOCAL ROADS
Clubb St is currently one of the main, and the widest access roads to KGP. Closing Clubb St (EIS Vol 1A Chapter 8 Traffic and Transport) will push traffic onto smaller side streets, which are shared zones. Diverting traffic to Callan and Springside as suggested is not feasible as both roads are extremely narrow with double-sided parking, as well as being shared zones. Two cars going in opposite directions cannot pass each other in Callan or Springside St. If the reduction of carparking space as KGP goes ahead (see point 1), traffic chaos will ensue as these cars navigate these narrow streets. There simply isn't the circulation capacity available to reduce parking or close roads.

4. LOSS OF PARKING SPACES IN LOCAL STREETS
On-street traffic parking for local residents is already at a premium. Residents are sometimes forced to park in Manning St and at KGP until a space becomes available nearer their homes, especially on the weekend during sporting events. There is also a high number of young children in this area, and parents need parking close to their homes to transport shopping and toddlers. Loss of any parking spaces in Toelle, Clubb and Callan Streets (EIS Vol 1A Chapter 8 Traffic and Transport)) is not feasible.

Name: Rebecca Archer

Address: 303/211 Oberon St, Coogee

Postcode 2034

Signature:

Please include my personal information when publishing this submission to your website YES / NO

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

Submission to: Planning Services Department of Planning and Environment GPO Box 39, Sydney, NSW 2001 Attention: Director – Transport Assessments Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Name: Daniel Schneider 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 late 2 years.* Address: 61 FOSTER STREET Suburb: LEICHHARDT Postcode: 2040

I am registering my strong objections to Stage 3 of Westconnex and the application should be refused

The EIS has so many uncertainties of what is being proposed that it should not even be accepted as an EIS. It is no more than a concept design. The Rozelle underground Interchange is little more than a design concept. It shows that there will be three levels of tunnels crossing under densely settled urban streets. When questioned at SMC sessions designers told residents that there was not yet any engineering solution to this proposal and as yet no constructional plans or details. It is totally unacceptable to approve such a concept with so little detail.

AECOM is the company responsible for this EIS. It has a known record of wrongly predicting traffic. As has been the case in the past with this company there are already reports that the traffic for all stages of WestConnex have been overestimated and the costs underestimated. This means that the whole case for the project is flawed. Insufficient attention in the EIS has been paid to the social and economic impacts of tolls and the preparedness of the community to pay them.

The original objective of Westconnex was the connecting of Port Botany to Western Sydney and for a freight improvement access to the Airport and Port Botany. Stages 1, 2 and 3 do not fulfil this objective and this is not addressed in the EIS.

I am also very concerned that AECOM, a company that had been sued for misleading traffic projections, was selected to prepare the EIS traffic report, especially since the air quality and noise studies depend on the accuracy of the traffic report.

The WRTM model used for the traffic report has been found by independent research to be flawed. Worse still it is not publicly available, which makes it impossible for its assumptions to be tested. Inner West roads that will be impacted by traffic flows either from or avoiding the portals are excluded from the traffic modelling.

The time saving claimed as benefits in the EIS for earlier stages of Westconnex are no longer claimed in this EIS. In the EIS for earlier stages it was claimed that Westconnex would save motorists 40 mins time saving from Parramatta to the Airport. Now in this EIS for Stage 3 this has been radically downgraded to, "Between Parramatta and Sydney Airport, average peak period travel times are forecast to reduce by about 10 minutes." An investigation into the claims made in the earlier EIS, which will now not eventuate, should be undertaken.

The questionable traffic analysis shows that even if this tollway and all other proposed tollways are completed, the City West Link, Johnston St, the Crescent, Catherine St, Ross St, the St Peters Interchange and Frederick Street in Ashfield will all be considerably more congested in 2033 if the project goes ahead than without it.

The proposed Darley Road dive-site is opposed by the Inner West Council. Council traffic planners and the independent engineers engaged by the Council have stated that Darley Rd is entirely unsuitable for numerous reasons not least of which is the plan to run 170 heavy and light vehicle movements a day in a known accident black spot area. There are no details in the EIS as to how this will be managed.

Serious questions have been raised and continue to be raised concerning the land dealings involving the Darley Road site. These questions must be thoroughly investigated before NSW Planning proceeds in approving this construction site. If approved without investigation this will cost tax payers $15 million in compensation.

The EIS Air quality analysis shows that PM10 levels near the Sydney Fish Market and in the surrounding area will increase when Westconnex is opened in 2023. PM10 is a carcinogen; World Heath Organisation studies have found it linked to increases in lung cancer rates. It is completely unacceptable for a road project to be approved that increases PM 10 concentration in areas that are residential or are beside people's workplaces.

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: Daniel Schneider

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: 61 FOSTER STREET

Suburb: LEICHHARDT Postcode 2040

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 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 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).

- ◊ I object to this new tollway because in the past tolls have been justified as needed to pay for the new road. This is not the case of this tollway that will charge tolls for 40 years. This is only to guarantee revenue to the new private owner.

- ◊ The EIS does not require an acoustic shed and states that 'Acoustic barriers and devices at the access tunnel entrances would be considered and implemented where reasonable and feasible to minimise potential noise impacts associated with out-of-hours works within the tunnels.'

Submission to Planning Services
Department of Planning and Environment
Application Number: SSI 7485
Name: WestConnex M4-M5 Link

I wish to register my strong objection to WCX's proposed Stage 3 (M4-M5 Link), particularly in Rozelle. Reasons for my objection include:

1. TRUCK MOVEMENTS
42 heavy vehicle and 140 light vehicle movements a day from the Iron Cove civil site have been articulated in the EIS (Vol 1A Chapter 8 Traffic and Transport). It is not clear from the EIS whether the light vehicles will be carrying spoil. Also, no analysis of the magnitude of increased noise pollution for local residents has been included here.

2. TRAFFIC CONGESTION VICTORIA RD NORTH OF IRON COVE
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 Western Distributor (EIS, Vol 1A Chapter 8 p103). This is a major problem that deserves more than a sentence, especially in relation to Iron Cove Bridge which is already congested at peak hour, and Saturday mornings. Weekend traffic is particularly congested at the Drummoyne end of Iron Cove bridge where cars are trying to access Birkenhead Shopping Centre. Cars are banked up along Victoria Rd to turn left into Park and Formosa Streets & Henley Marine Drive. Has any traffic modelling been done on this part of the road? What is the point of pouring 54,000 extra car movements a day through the tunnel onto ICB and a suburban shopping strip (Victoria Rd, Drummoyne) to create a bottleneck? The speed limit within the tunnel will be 80km/h. RMS "Speed Zoning Guidelines" limits before and after tunnel are 60km/h. This change in speed would surely have the potential to increase this bottleneck further when road usage is high. This is not acceptable.

3. PEDESTRIAN/RESIDENT AMENITY
The artist's impressions at Figures 7.39 and 13.37 (showing a view of the ventilation facility and pedestrians using the sidewalk) bear no relation to reality. Currently pedestrians try to avoid walking along this side of the road because it is too exposed to traffic. It is an extremely grimy area, especially between ICB and Terry St. Where is all the traffic in the drawings? Tunnel portals are also areas of high levels of pollution. It is totally unacceptable that residents will have to consider their health before walking outdoors, as well as being aesthetically challenged by the stack which is disproportionately high to the rest of the buildings in the area and will cast a shadow at some point over the footpaths and a number of local homes.

4. UNFILTERED SMOKE STACKS
It is totally unacceptable that the pollution stacks for Rozelle are unfiltered. There is no safe level of exposure to particulate matter of 2.5 microns and less. Recently built tunnels in Tokyo successfully filter 98% of all pollutants. Building the stack near Rozelle Public School is totally unacceptable as young children are the most vulnerable to pollution related disease. Building the stack near the Bay Run which people use for exercise is also unacceptable.

Name: SONIA WAIN

Address: 10/3 HUTCHINSON ST
ANNANDALE Postcode 2038

Signature: [signature]

Please include my personal information when publishing this submission to your website
YES / NO

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

Submission to Planning Services
Department of Planning and Environment
Application Number: SSI 7485
Name: WestConnex M4-M5 Link

I wish to register my strong objection to Stage 3 (M4-M5 Link), particularly in relation to NW Rozelle. My reasons are set out below:

1. CAR PARKING CONGESTION & SAFETY ISSUES
It is stated that upgrades to the existing car park within King George Park will be implemented during construction, with around 30 carparking spaces being formalised (EIS 13.5.4). This is a well-used park, which accommodates up to at least 80 cars at any single sporting event on the weekend. Overflow cars usually spill into the side streets during the weekend. Reducing carparking to 30 spaces means that 50+ cars will be pushed into nearby 10k shared-zone local streets which are already crammed full with local residents cars. This is not feasible. Having so many cars circulating the shared-zones looking for parking is also dangerous for pedestrians, many of whom are children.

2. POLLUTION AND LOSS OF CAR PARKING SPACE
It is stated that a new bioretention facility at King George Park will be incorporated into the current carpark (EIS 13.5.4). It is unclear whether this facility is to be permanent or whether the water being pumped from the facility into Iron Cove will be filtered. It is not acceptable to pump toxic waste into Iron Cove. The biorentention facility is also taking up valuable parking space. See point 1 above.

3. SHARED-ZONE SAFETY ISSUES ON LOCAL ROADS
Clubb St is currently one of the main, and the widest access roads to KGP. Closing Clubb St (EIS Vol 1A Chapter 8 Traffic and Transport) will push traffic onto smaller side streets, which are shared zones. Diverting traffic to Callan and Springside as suggested is not feasible as both roads are extremely narrow with double-sided parking, as well as being shared zones. Two cars going in opposite directions cannot pass each other in Callan or Springside St. If the reduction of carparking space as KGP goes ahead (see point 1), traffic chaos will ensue as these cars navigate these narrow streets. There simply isn't the circulation capacity available to reduce parking or close roads.

4. LOSS OF PARKING SPACES IN LOCAL STREETS
On-street traffic parking for local residents is already at a premium. Residents are sometimes forced to park in Manning St and at KGP until a space becomes available nearer their homes, especially on the weekend during sporting events. There is also a high number of young children in this area, and parents need parking close to their homes to transport shopping and toddlers. Loss of any parking spaces in Toelle, Clubb and Callan Streets (EIS Vol 1A Chapter 8 Traffic and Transport)) is not feasible.

Name: SONIA WAIN

Address: 10/3 HUTCHINSON ST
ANNANDALE Postcode 2038

Signature: S Wain

Please include my personal information when publishing this submission to your website YES / NO

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

I 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: SONIA WAIN

Signature: SW

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: 10/3 HUTCHINSON ST

Suburb: ANNANDALE Postcode 2038

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.

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: CHRIS GORDON
	Address: 70 WELLS ST
Application Number: SSI 7485	Suburb: NEWTOWN Postcode 2042
Application Name: WestConnex M4-M5 Link	Signature: C Gordon
*Please **include** my personal information when publishing this submission to your website* ***Declaration**: I **HAVE NOT** made any reportable political donations in the last 2 years.*	

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

⇒ The business case is fatally flawed in a number of ways :

- It does not factor in the impact of longer total journey lengths on urban sprawl, which will have a flow-cost for infrastructure and servicing.
- It includes benefits from WestConnex supporting more compact commercial land use when this is generally not the result of motorway investment, and is unlikely to be in the area served by Stage 3.
- It does 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 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 Government is spending many billions of taxpayer dollars via Metro Rail to try and free itself of the restrictions of the City Circle that imposes a choke on the whole rail network, but is now replicating a the city circle with a 60km road network. It does makes sense to focus a rail network on the centre of the densest employment and residential area of Australia, with the greatest economic output per square kilometre. However, it is the antithesis of common sense, practicality, economic productivity, property value creation, environmental planning, social planning and basic transport planning to replicate it with more motorways.

⇒ 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.

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: Natasa Tosic

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: 72 Railway St

Suburb: Petersham NSW Postcode: 2049

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

- Rozelle Interchange and surrounds will experience increased traffic with associated noise and air pollution- most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe. These streets are already highly congested at peak times and with a massive number of extra truck movements and traffic associated with construction, these streets will become gridlocked during peak times.

- 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 fn 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.

- 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.

- 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.

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: AIAN MC GLINCHEY
	Address: 147 DARLEY ST NEWTOWN
Application Number: SSI 7485	Suburb: Postcode 2042
Application Name: WestConnex M4-M5 Link	Signature: AIAN MC GLINCHEY
*Please **include** my personal information when publishing this submission to your website* ***Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.*	

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

- *The 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*

- *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.*

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: Stephanie Margetts

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: 112 Silver St St

Suburb: St Peters *Postcode* 2044

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

- The widening of the Crescent between the City West link and Johnston St with an extra lane being constructed will lead to heavy traffic congestion. This will be exacerbated still further by extra traffic light control cycles being incorporated into the signaling at both Johnston St and at the City West Link, with the inclusion of an extra traffic light control 400m West from the Crescent / City West Link junction to manage the movement of large numbers of spoil trucks.

- 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.

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

- The EIS 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.

- 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 ?

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 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: Jo Lancaster

Signature:

DO NOT *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: 4/16 Kingsland Rd St

Suburb: Bexley Postcode 2207

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

- 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.

- 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.

- 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.

- 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.

- I object to the fact that the WestConnex Traffic Model has not been released to Councils and the community.

- 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.

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

Name: Hanna Oxford

Signature: H Oxford

*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: 16/146 Alice St

Suburb: Newtown Postcode 2042

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

- **At very minimum, the assessment of Strategic Alternative 1 (improvements to the existing arterial road network) should:**
  - **Identify key network capacity issues.**
  - **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.**
  - **Carry out transport modelling and economic analysis to inform the assessment of the alternative.**

- **I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.**

- **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.**

- **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?**

- **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.**

- **Experience has shown that construction and other plans by WestCONnex are often regarded as flexible instruments. Any action to remedy breaches depends on residents complaining and Planning staff having resources to follow up which is often not the case. I find it unacceptable that the EIS is written in a way that simply ignores problems with other stages of WestCONnex.**

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

Name: Hanna Oxford

Signature: H Oxford

*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: 16/146 Alice St

Suburb: Newtown Postcode 2042

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- **Crash statistics – City West Link and James St intersection. The EIS only analyses crash statistics near the interchanges. It does not provide any detail as to the number of crashes at the James St/City West Link intersection which, on Transport for NSW's own figures, is the third most dangerous intersection in the inner west. Nor does it comment on the two fatalities that occurred on Darley Road near the proposed construction site. The EIS needs to detail the increased risk in crashes that will be caused by the additional 170 vehicles a day that are proposed to enter and leave Darley Road during the construction period.**

- **I object to the issue of this EIS only 14 days after the period for submission of comments on the concept design closed. There is no public response to the 1,000s of comments made on the design and it seems impossible that the comments could have been reviewed, assessed and responses to them incorporated into the EIS in that time. This casts doubt over the integrity of the entire EIS process.**

- **The tunnels under Rozelle/Lilyfield are going to be in three levels. The EIS does not explain what safety procedures are being built into the project to deal with situations like serious congestion, accidents or fire. With a serious hold up on the deepest of these tunnels it is clear that the air quality will very quickly become toxic unless substantial air conditioning is a major part of the design. There is no in depth detail about how these issues are going to be addressed. This is not acceptable.**

- **The TfNSW website says "The Sydney Metro West project is Sydney's next big railway infrastructure investment" but the Cumulative Impact assessment by AECOM (App C) does not include West Metro. A business case for West Metro should be completed before determination of the Project.**

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

- **Improving connectivity with public transport, including trains, light rail and bus services in the inner west would make the Parramatta Road corridor a more attractive place to live, work and socialise.**

- **Given that the modelling for air quality is based on the traffic modelling, which, as shown above, is fundamentally flawed, and given poor air quality has a significant health impact the EIS should not be approved until an independent scientifically qualified reviewer has analysed the stated air quality outcomes and identified any deficits**

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: Brad Sterling

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: 3/14 Hill St

Suburb: Dulwich hill 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

- *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*

- *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.*

- *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 modelling shows severe traffic levels and increased congestion on Johnston St, and The Crescent (+80% ADT).*

- *The high tolls are set to increase for decades by the CPI or by 4% a year, whichever is higher. When inflation is low and wages are not even keeping up with low inflation this is outrageous. And it is not as if the commuters or workers of western Sydney have a real alternative in public transport. This is just gouging western Sydney road users to make the road attractive to a buyer.*

- *SMC refuses to release the traffic model and detailed analysis for independent unpaid peer review and scenario analysis.The narrow boundaries of the areas of operational modelling mean the proponents have not fully assessed the Project's impacts on key strategic centres such as the Sydney Central Business District It is not understood why a mesoscopic modelling approach was not undertaken to gain a better understanding of impacts to the surrounding road network.*

- *I object to this new tollway project because it will not reduce traffic, simply move it around. If they were serious about reducing traffic in Parramatta Rd they would put a toll on it and make the new roads free to encourage the traffic to use the new roads. They are doing the exact opposite, so the tolls don't seem to have anything to do with traffic management. And we have already see motorists abandoning the new M4 for Parramatta roads because the new tolls are so high*

- *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.*

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: Gerald Wren

Signature: G Wren

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: 9 Scouller St

Suburb: Marrickville Postcode 2204

I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

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

- 602 homes and more than a thousand residents near Rozelle construction sites would be affected by noise sufficient to cause sleep disturbance even if acoustic sheds and noise walls are used..The EIS promises negotiation to provide even more mitigation on a one by one basis. This is not acceptable to me. As other projects have demonstrated, those with less bargaining power or social networks have been left more exposed. In any case, there is no certainty that additional measures would be taken or be effective.

- The mainline tunnel alignment was influenced by a number of factors between Haberfield and St Peters. It is very concerning that one of these factors, states that this route was decided on for: "Future connections to the motorway network". This is of particular concern in the light of the Camperdown interchange removal. Westconnex was forced to remove this interchange due to pressure from the RPA Hospital, Sydney University and The Chinese Embassy. Knowing that the Camperdown Interchange was wanted it is highly concerning to see this reference to future motorway connections but no disclosures outlining where these connections maybe. The EIS also 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. In light of the way residents and home owners have been dealt with by Westconnex the fact that other areas are being considered for add on sectors to this project is of great concern.

- Acquisition of Dan Murphys – I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the tax payer should not be left to foot the compensation bill in these circumstances

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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
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: MARK LOVETT

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: 128 LORD ST

Suburb: NEWTOWN *Postcode* 2042

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.

- 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

- 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.

- 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

- The EIS should not be approved as it does not contain any certainty for residents as to what is proposed. 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 fn 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

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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* _____

Submission from:	Submission to:
Name: [illegible] Dickson 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: 99 Addison Rd Suburb: Marrickville Postcode 2204	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

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**

- ◊ ***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.***

- ◊ ***I strongly object to the proposed location of this permanent operational facility on Darley Road. The presence of this site contradicts repeated assurances to the community that the site would be returned after construction was completed. The ongoing presence of this site will limit future uses of the darley Road site which could serve community purposes, particularly given its location directly next to public transport. Its presence removes the ability to provide more accessible, safer and direct pedestrian access to the North Leichhardt Light Rail Station. The plant location, in a neighbourhood setting is not appropriate. It will reduce property values and have an unacceptable impacts on the visual amenity of the area. The streets adjacent to Darley Road are comprised of low-rise residential homes and small businesses and infrastructure such as this should not be permitted in such a location.***

- ◊ ***The EIS 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)***

- ◊ ***Acquisition of Dan Murphys – I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the tax payer should not be left to foot the compensation bill in these circumstances.***

- ◊ ***The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street will greatly increase during the construction period and also be greatly increased by the time Stage 3 is completed. It states that Stage 3 will do nothing to improve traffic congestion in the area in fact it will add to the problem. Many of these areas are already congested at Peak times. This will be highly negative for the local area as more and more people try to avoid the congestion by using rat runs through the local areas on local streets.***

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: Leah Harris

Signature: Leah Harris

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: 111/180 Pitt St

Suburb: Waterloo *Postcode*

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

◊ The assessment 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.

◊ The EIS proposes that all trucks will arrive at the Darley Road civil and tunnel site from Haberfield and travel along Darley Road to the site, with a right-hand turn now permitted into James Street. The proposed route will result in a truck every 3-4 minutes for 5 years running directly by the small houses on Darley Road. These homes will not be habitable during the five-year construction period due to the unacceptable noise impacts. The truck noise will be worsened by their need to travel up a steep hill to return to the City West Link, so the noise impacts will affect not just those homes on or immediately adjacent to Darley Road.

◊ The EIS states that darley Road is a contaminated site, and likely has asbestos. The proposal is that 'treated' water will be directly discharged into the stormwater drain at Blackmore oval. There are four long-standing rowing clubs in the vicinity of this location. This plan will jeopardise the integrity of our waterway and compromise the use of the bay for recreational activities for boat and other users. We object in the strongest terms to this proposal on environmental and health reasons. There is no detail of the ongoing Motorway maintenance activities during operation provided in the EIS. The community therefore cannot comment on the impact that this ongoing facility will have on the locality. This component of the EIS should not be approved as this information is not provided and therefore impacts (on parking, safety, noise, amenity of the area) are not known.

◊ 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 spacers 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

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: CEM ORTUNC

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: 88 KING ST

Suburb: NEWTOWN, Postcode 2042

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) 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.

2) 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.

3) 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.

4) The additional unfiltered exhaust stack on the north-west corner of the interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south-western and north-western corners of the interchange. This is utterly unacceptable.

5) 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.

6) 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.

7) It is outrageous to suggest that four unfiltered stacks would be built in one area, Rozelle

8) 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.

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: Delphine Bostock

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: 35a Laura St

Suburb: Newtown Postcode: 2042

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 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.**

- **I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools would be near such unfiltered stacks. The government needs to urgently review its policy of support for unfiltered stacks.**

- **The EIS was released just 12 days after the closing date for submissions to the Concept Design. This categorically proves that all the Community Consultations and Submissions to the Concept Design were a total sham. There were at least 800 posts on the interactive map. These were limited as the community only had 140 characters available to make their point which was woefully inadequate. But there were at least 1500 written submissions, some of which were highly detailed and of considerable length. There is no way that all these submissions could have been read, considered, their arguments integrated into the EIS and then for the EIS of 7200 pages to be put together, printed and released 12 days after the the closing date for submissions to the Concept Design There needs to be a major investigation into this flagrant abuse of the way NSW planning laws have been flouted for the whole of Westconnex and particularly Stage 3.**

- **Unfiltered stacks anywhere in Sydney are not unacceptable. There must be a review of the NSW government's unacceptable policy on this issue. I am appalled that the ex Minister for Planning Rob Stokes who approved the New M5 and unfiltered stacks in St Peters and Haberfield would declare that he would not have them in his own area. How can residents have any trust in a process that is underpinned by such hypocrisy.**

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

- **The 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 _____

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: JANE FARRUGIA

Signature: J Farrugia

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: 91 Tebbutt ST

Suburb: ST Peters NSW *Postcode* 2044

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.

⇒ 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.

⇒ The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.

⇒ 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.

⇒ 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.

⇒ 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.

⇒ 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.

⇒ 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* _____

Attention Director *Infrastructure Projects, Planning Services,* *Department of Planning and Environment* *GPO Box 39, Sydney, NSW, 2001*	Name: Mrs + Mr. A. Bergdahl Address: 7/18-24 Higgins St Penrith
Application Number: SSI 7485	Suburb: Postcode Penrith
Application Name: WestConnex M4-M5 Link	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.	

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:

a) **Stage 3 of the WestConnex project is only for the benefit of north-south road users to the northern beaches or the proposed new harbour tunnel but the people who live in western Sydney who have lower incomes than the north and suburbs will pay high tolls for 43 years to use the tollways.**

b) **The EIS accepts that drivers from lower income households are more likely to travel longer distances to avoid tolls because of the cost. This is unfair. Either commuters pay the high tolls (capped at $7.95 in 2015 dollars) or drive for longer to avoid the tolls. Already commuters have chosen to drive on Parramatta Rd and not use the new M4 because of the new high tolls.**

c) **For a small part of the money for this project the railway signal system and the rails could have been modernised and upgraded. Western Sydney could have more frequent and faster services which would really benefit the communities west of Parramatta. What Western Sydney commuters really need is an extension of the heavy rail train system. I object to the failure of the EIS to evaluate the public transport alternative properly.**

d) **I object to the whole project but particularly the tolls which are unfair when people living west of Parramatta really need alternative means of travelling north-south to western neighborhoods. If we had better public transport, eg, better train services and more buses which connect our suburbs, then many of us would not have to drive and this would reduce the traffic driving.**

e) **The state government has announced the sale of the project. Why has there been no public debate about this? I object to the privatization of the road system. The private operator of the system must operate for the benefit of shareholders so how can the public interest in an efficient transport system be protected?**

f) **Public transport is rejected by the EIS so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. The UK and European states are more and more concerned about the bad effects of car emissions on people's health and are taking steps to toughen emission standards and provide alternatives to private car use. Why is our state government choosing dangerous pollution by building more massive road projects? Why isn't the cost of health care included in the EIS evaluation? This EIS should get a "fail".**

I ask that Planning not approve this project.

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: S Hadik (Sylvia) Address: 1/128-130 VICTORIA ST
Application Number: SSI 7485	Suburb: Postcode WERRINGTON
Application Name: WestConnex M4-M5 Link	Signature: S Hadik
Please **include** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.	

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

◊ The UK and European states are more and more concerned about the bad effects of car emissions on people's health and are taking steps to tougher emission standards. The state government is forcing promoting car use instead of public transport alternatives at the expense of public health. I object to the WestConnex project because more roads mean more car emissions.

◊ I object to Stage 3 of WestConnex because the link to Port Botany and Sydney Airport that the state government said was the original purpose of the project is not included and will be a separate project with another toll. So western Sydney still has no direct route to the airport or to Port Botany (to take the container trucks off the roads used by the ordinary drivers).

◊ The state government has announced the sale of the project. Why has there been no public debate about this? I object because the private operator of the system must operate the road for the benefit of shareholders. Where is the public interest in an efficient transport system protected?

◊ I object to the proposal that the high tolls will be increased by the CPI or by 4% a year. This is an outrage when wages are not keeping up even with low inflation. Commuters or workers of western Sydney do not have an adequate alternative in public transport, so we will be exploited by the state government and then, the private owners

◊ I object to the unfair tolls when people living west of Parramatta really need alternative transport to travel north-south to the western neighborhoods. What is really needed is a better bus service to connect our suburbs.

◊ The KPMG and Ernst & Young studies cited by the EIS say NSW's toll roads contributed $14 billion in benefits over ten years . How on earth was this worked out? There are no details provided. Yes, I can believe the toll roads benefitted Transurban, it owns most of them. Where is the public interest in efficient transport, reduced vehicle emissions and reduced traffic taken into account?

◊ Why is the answer to traffic jams always another road, and now another private tollway? WestConnex is not a solution and I object to the state using public funds to build an asset to sell to a private corporation.

◊ Finally I object to this new tollway project because all it will do is move the traffic around. If the state government wanted to reduce traffic in Parramatta Rd they would put a toll on it and make the new roads free to encourage the traffic to use the new roads. They are doing the exact opposite. In fact the EIS admits that traffic will be worse in Parramatta Rd. This is of no benefit to the city of Sydney.

The Planning Department should not approve this project.

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: Ashleigh Nicholson
	Address: 4 Driver Ave
Application Number: SSI 7485	Suburb: Postcode Wallacia
Application Name: WestConnex M4-M5 Link	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.	

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 fact that there are still no plans for the Sydney Gateway. This is supposed to be the purpose of the Westconnex project. Both the new M5 and the new M4-M5 Link will dump 1,000s more vehicles per day onto the roads to the Airport which are already traffic jams. I object to the push for the M4-M5 link given there is nothing yet planned to deal with the increased traffic to the Airport or to Port Botany.

2) I object to the length of time the tolls will be charged. In the past tolls have been justified as needed to pay for the new road. This is not the case of this tollway that will charge tolls for 40 years after it has been completely paid for. This is only to guarantee revenue to a new prospective private owner. This is gouging Western Sydney road users.

3) The EIS accepts that drivers from lower income households are more likely to travel longer distances to avoid tolls because of the cost. It is unfair that drivers have to pay the high tolls (capped at $7.95 in 2015 dollars) or drive for longer to avoid them. Already commuters have chosen to drive on Parramatta Rd and not use the new M4 because of the new high tolls.

4) I object to the way this project is supposed to be for the benefit of western Sydney when all the reasons for this stage of WestConnex are about linking the new M4 and M5 to the proposed western harbour tunnel and northern beaches tunnel. As I said above, the "Sydney Gateway" to the airport and Port Botany is not even part of this project.

5) We are told that the impact of construction of the M4-M5 Link over the next 5 years will worsen traffic on Parramatta Rd. In these circumstances it is outrageous motorists are being asked now to pay up to up to $20 a day in tolls.

6) Given the known risks of car emissions to public health, the NSW government should be seeking ways to reduce them. The EIS appears to argue that worsening pollution is not a problem simply because it is already bad. Car emissions are bad for people's health and for the environment and are another cost that should be included in assessing this project. Why aren't health effects and costs included in the EIS?

7) What commuters out west really need is an extension of the heavy rail train system, not a new toll road. I object to the fact that this alternative is not seriously considered by the EIS.

I urge the Secretary of Planning to refuse approval for this stage of WestConnex.

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: Frank Hadde
	Address: 1a Reindeer P.L
Application Number: SSI 7485	Suburb: Postcode Werrington .NSW
Application Name: WestConnex M4-M5 Link	Signature: F Hadde
Please **include** my personal information when publishing this submission to your website **Declaration**: I **HAVE NOT** made any reportable political donations in the last 2 years.	

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

I object to the WestConnex project because of the increased car emissions it will cause. Elsewhere in Europe and UK governments are growing very concerned about the bad effects of car emissions on people's health and are taking steps to toughen emission standards. Why is the state government promoting car use and ignoring the very real public health concerns?

I object to the whole WestConnex project because the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. Most world cities are building more public transport including fast trains but our government is building tollways.

I object to the length of time the tolls will be levied, 43 years, when the widened M4 will be paid for in 2 years. The only reason is to guarantee income to a private motorway owner-operator. The fact that the toll is based on distance travelled disadvantages people who live on the western side of the Sydney region.

The KPMG and Ernst & Young studies cited by the EIS say NSW's toll roads contributed $14 billion in benefits over ten years. These studies were paid for by Transurban which owns more tollways than any other corporation. Their findings are not independent, and no details of how they arrived at that conclusion are provided.

The EIS accepts that the people who live in western Sydney tend to have lower average household incomes than in the inner suburbs so the tolls will therefore be a heavier cost in Emu Plains, Penrith, Mt Druitt, Blacktown or Wetherill Park than east of Parramatta. This is unfair when the reasons for Stage 3 are all about north-south connections to the northern beaches or the proposed new harbour tunnel.

I object to the way this project is supposed to be for the benefit of western Sydney when the original reason for this stage of WestConnex, the "Sydney Gateway", to the airport and Port Botany is not even part of this project. In fact it will be a separately tolled route, another cost to the western Sydney road users.

Because of the high tolls drivers who have to travel east daily will look for alternative routes and build up the traffic on local roads, both here in western Sydney, on Parramatta Rd and all the way to the city. There is no way the WestConnex roads will reduce traffic on un-tolled roads with tolls on the WestConnex sections so high.

I object to this new tollway project because it will not reduce traffic, simply move it around. If they were serious about reducing traffic in Parramatta Rd they would put a toll on it and make the new roads free to encourage the traffic to use the new roads. They are doing the exact opposite, so the tolls don't seem to have anything to do with traffic management. This project should NOT be approved.

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

Name_____ Email_____ Mobile _____

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: SANDRA HAYES

Signature: SHayes

*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: 64 Hart St

Suburb: Tempe Postcode 2044

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name:
WestConnex M4-M5 Link

- I am concerned that while 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 removal of Buruwan Park between the Crescent and Bayview Crescent/Railway Pde Annandale to accommodate the widening realignment of the Crescent would be a particular loss of badly needed parkland in this Inner City area. Currently we have fewer parks than almost any suburb in Sydney so this would have a direct impact on local people. Buruwan Park also lies on a major cycle route from Railway Pde through to Anzac Bridge, UTS and the CBD. The alternative route being suggested is poor and takes no real account of trying to encourage cycling as a mode of transport. Cycling should be made as easy as possible to get more ordinary commuters to bicycle and the alternative to the current level route directs cyclists to Johnston St and then up Bayview Crescent arguably the steepest road in Annandale.

- 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.

- 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.

- The City West Link Eastbound AM and PM peak hour and other locations."Table 7-19 shows that several locations are forecast to exceed theoretical roadway capacity with the increased background traffic and the construction traffic in the 2021 AM and PM peak hours. However, traffic on the majority of these roads would exceed their theoretical capacity even without the construction traffic, simply due to the growth in background traffic". So in the full knowledge that this area will be at capacity in 2021, massive amounts of construction traffic are going to be added for the whole construction period of 5 years. Even on completion it is stated in the EIS that traffic will be worse in this area than 'without the project'. This categorically shows that the planning of Westconnex is totally inadequate and needs major changes. It also shows that when completed Westconnex will not work. It is abundantly obvious that Rail/Metro is the only option to radically overhaul Sydney's failed transport systems

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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: DAVID ALL

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: 11A MORGAN ST

Suburb: EARLWOOD *Postcode* ?

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.

◊ Other planning issues are excluded from cost-benefit analysis, which is a key component of developing a business case:

a. 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
b. The localised impact of air quality around the ventilation outlets should have been accounted for.
c. Impacts associated with loss of amenity from reduced access to open space should have been accounted for.

◊ Lack of ability to comment on the urban design as part of the approval process - 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.

◊ Unreliable traffic projections lead to significant and compounding errors in the design, EIS and business case processes, including:

a. Dimensioning of motorway tunnels and interchanges (on- and off-ramps) and expansion of roads feeding traffic to and discharging traffic from the toll road
b. Assessment of the project's traffic impacts on other parts of the street network
c. Assessment of overall traffic generation and induced traffic associated with the project
d. Emissions based on traffic volume and driving style (e.g. stop-start driving in congested traffic leads to higher emissions impacts)
e. 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.
f. Other key inputs to the business case that are derived from strategic traffic modelling, including: purported reductions in crashes, purported improvements in productivity etc.

◊ The EIS social an economic impact study acknowledged the high value placed on retaining trees and vegetation in the affected area but does not mention that WestCONnex has already destroyed more than 1000 trees in the St Peters Alexandria area around Sydney Park alone.

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: GARY DAVIDSON
	Address: 5 WEDGEBILL PL.
Application Number: SSI 7485	Suburb: Postcode CRANEBROOK 2749.
Application Name: WestConnex M4-M5 Link	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.	

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 fact that there are still no plans for the Sydney Gateway. This is supposed to be the purpose of the Westconnex project. Both the new M5 and the new M4-M5 Link will dump 1,000s more vehicles per day onto the roads to the Airport which are already traffic jams. I object to the push for the M4-M5 link given there is nothing yet planned to deal with the increased traffic to the Airport or to Port Botany.

2) I object to the length of time the tolls will be charged. In the past tolls have been justified as needed to pay for the new road. This is not the case of this tollway that will charge tolls for 40 years after it has been completely paid for. This is only to guarantee revenue to a new prospective private owner. This is gouging Western Sydney road users.

3) The EIS accepts that drivers from lower income households are more likely to travel longer distances to avoid tolls because of the cost. It is unfair that drivers have to pay the high tolls (capped at $7.95 in 2015 dollars) or drive for longer to avoid them. Already commuters have chosen to drive on Parramatta Rd and not use the new M4 because of the new high tolls.

4) I object to the way this project is supposed to be for the benefit of western Sydney when all the reasons for this stage of WestConnex are about linking the new M4 and M5 to the proposed western harbour tunnel and northern beaches tunnel. As I said above, the "Sydney Gateway" to the airport and Port Botany is not even part of this project.

5) We are told that the impact of construction of the M4-M5 Link over the next 5 years will worsen traffic on Parramatta Rd. In these circumstances it is outrageous motorists are being asked now to pay up to up to $20 a day in tolls.

6) Given the known risks of car emissions to public health, the NSW government should be seeking ways to reduce them. The EIS appears to argue that worsening pollution is not a problem simply because it is already bad. Car emissions are bad for people's health and for the environment and are another cost that should be included in assessing this project. Why aren't health effects and costs included in the EIS?

7) What commuters out west really need is an extension of the heavy rail train system, not a new toll road. I object to the fact that this alternative is not seriously considered by the EIS.

I urge the Secretary of Planning to refuse approval for this stage of WestConnex.

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: Sam Altman

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: 16 Burnett St

Suburb: Hurlstone Park Postcode 2193

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

- 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.

- The EIS admits that the people who live in western Sydney have lower incomes than in the inner suburbs and that the tolls will therefore be a heavier cost in Emu Plains, Penrith, Mt Druitt, Blacktown or Wetherill Park than in Strathfield or Padstow. This is unfair when the benefits of Stage 3 are all for north-south connections to the northern beaches or the proposed new harbour tunnel.

- 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.

- 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 high tolls are set to increase for decades by the CPI or by 4% a year, whichever is higher. When inflation is low and wages are not even keeping up with low inflation this is outrageous. And it is not as if the commuters or workers of western Sydney have a real alternative in public transport. This is just gouging western Sydney road users to make the road attractive to a buyer
- The EIS admits that drivers from lower income households are more likely to travel longer distances to avoid tolls because of the cost. So you either pay the high tolls (capped at $7.95 in 2015 dollars) or you drive for longer to avoid the tolls. We have seen this already where commuters have chose to drive on Parramatta rd not the new M4 with the new tolls. This is unfair.

- 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?

- 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.

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: FRASER SOFTWARE

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: 29A ASHMORE ST

Suburb: ERSKINEVILLE *Postcode* 2043

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.

⇒ 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.

⇒ The EIS refers to be construction impacts as being 'temporary'. I do not consider a five year construction period to be temporary.

⇒ 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.

⇒ 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.

⇒ 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.

⇒ 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.

⇒ 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* _____

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: NICK MITAI

Signature: M. D. Mitai

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: 70 FITZROY ST

Suburb: MARRICKVILLE *Postcode* 2204

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

⇒ The St Peters and Rozelle interchanges at 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 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.

⇒ Road congestion is reducing bus performance and reliability. The project will make it worse.

a) The EIS says traffic on ANZAC Bridge will increase by 2023 (p.8-103).
b) Traffic modelling shows bus times will be slower into the city in the morning (p.3-19).
c) The EIS identifies capacity constraints on ANZAC Bridge (p3-19). This project will dump more traffic onto the ANZAC Bridge.

⇒ 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 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)

⇒ 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.

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: Helen P Judge

Signature: Helen P Judge

*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: 24 Commodore St

Suburb: Newtown Postcode 2042

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

- 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?

- 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.

- 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.

- 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.

- 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)

- 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.

- 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.

- 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 _____ Email _____ Mobile _____

Attention Director *Infrastructure Projects, Planning Services,* *Department of Planning and Environment* *GPO Box 39, Sydney, NSW, 2001*	Name: PAULINE WARDLEWORTH
	Address: 1/74 STAFFORD STREET
Application Number: SSI 7485	Suburb: Postcode KINGSWOOD 2747
Application Name: WestConnex M4-M5 Link	Signature: P Wardleworth
Please **include** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.	

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

I object to Stage 3 of WestConnex, the M4-M5 Link project because it will not reduce traffic, simply move it around. If the government was serious about reducing traffic in Parramatta Rd they would put a toll on it and make the new roads free to encourage the traffic to use the new roads. They are doing the exact opposite, so the tolls don't seem to have anything to do with traffic management.

I object to the proposal that the already high tolls are set to increase by the CPI or by 4% a year, whichever is higher. When inflation is low and wages are not even keeping up with low inflation this is outrageous. And it is not as if the commuters or workers of western Sydney have a real alternative in public transport. This is just gouging western Sydney road users to make the road attractive to a buyer.

We know the state government intends to sell the project, both the constructing and the operation. I object to the privatization of the road system. How is the public interest in an efficient transport system to be protected when so much of road system operates to make a profit for shareholders?

The EIS admits that the people who live in western Sydney on average have lower incomes than in the inner suburbs and that the tolls will therefore be a heavier burden in Emu Plains, Penrith, Mt Druitt, Blacktown or Wetherill Park than in Strathfield or Padstow, let alone north Sydney. This is unfair when the benefits of Stage 3 are all for north-south connections to the northern beaches or the proposed new harbour tunnel.

Most people in Emu Plains, Penrith, Mt Druitt, or Blacktown who work in Sydney CBD commute by train. What workers travelling to Sydney city really need are better and more frequent trains. This is just dismissed by the EIS.

The money spent on this stage could have been spent on modernizing the railway signal system so the train service could be improved which would benefit the communities west of Parramatta. What Western Sydney commuters really need is an extension of the heavy rail train system. I object because the public was never consulted or asked about their preferences.

I object to this stage of WestConnex which doesn't benefit western Sydney in any way because it doesn't even include the links to Port Botany or Sydney Airport which were the main justification for the whole project.

The KPMG and Ernst & Young studies cited by the EIS say NSW's toll roads contributed $14 billion in benefits over ten years. No evidence is given. Tollways benefitted Transurban which owns most of them but that is not the same as the public interest in efficient transport, reduced vehicle emissions and reduced traffic. Now we are building more tollways to "reduce" traffic congestion, emissions etc. WestConnex is not a solution and I object to using public funds to enrich a private corporation. The project should not be approved.

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

Name_____ Email_____ Mobile _____

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: DR MARK ELLIOT-RANKEN

Signature: Mark Elliot

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: 65 EDGEWARE RD.

Suburb: ENMORE *Postcode* 2042

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

a) *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 spacers 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*

b) *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.*

c) *The removal of Buruwan Park between the Crescent and Bayview Crescent/Railway Pde Annandale to accommodate the widening realignment of the Crescent would be a particular loss of badly needed parkland in this Inner City area. Currently we have fewer parks than almost any suburb in Sydney so this would have a direct impact on local people. Buruwan Park also lies on a major cycle route from Railway Pde through to Anzac Bridge, UTS and the CBD. The alternative route being suggested is poor and takes no real account of trying to encourage cycling as a mode of transport. Cycling should be made as easy as possible to get more ordinary commuters to bicycle and the alternative to the current level route directs cyclists to Johnston St and then up Bayview Crescent arguably the steepest road in Annandale.*

***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: Narelle Burgess
	Address: 3 Eldred St Silverdale
Application Number: SSI 7485	Suburb: Postcode 2752
Application Name: WestConnex M4-M5 Link	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.	

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:

- I object to the high tolls imposed on drivers who have no decent alternative in public transport if they live further west than Parramatta. I am outraged that the EIS quotes from studies in favour of tollways paid for by Transurban, which owns more tollways in Australia than any other corporation. This is so obviously biased.

- I object to this new tollway because of the long-lasting high tolls. In the past tolls were justified as needed to pay for the new road. This is not the case of this tollway that will charge tolls for decades after the original roads are paid for. This is only to guarantee revenue to the prospective owner.

- The EIS hardly mentions any part of Sydney west of Parramatta but we are told this project is for the long term benefit of Western Sydney. This is not borne out by the EIS. All the justification focuses on the links of this stage to the western harbour tunnel and northern beaches tunnel. Or it talks about the "Sydney Gateway" to the airport and Port Botany and they are not even part of this project.

- The roads around Sydney Airport are already traffic jams, yet this project will send 1,000s more cars per day into Bourke Rd and Gardeners Rd. I object to the push for the M4-M5 link when there are still no plans for the Sydney Gateway that can deal with the increased traffic

- Because of the high tolls drivers who have to travel east daily will look for alternative routes and build up the traffic on local roads, both here in western Sydney, on Parramatta Rd and all the way to the city. There is no way the WestConnex roads will reduce traffic on un-tolled roads when the tolls on the WestConnex sections are so high and set to increase every year.

- The WestConnex Traffic Model has not been released to Councils and the community so no one can assess its accuracy particularly all the assertions that the tollways will relieve traffic on other roads, particularly Parramatta Rd.

- Rather than adding to pollution, the NSW government should be seeking ways to reduce car emissions which are now identified with premature deaths. It is not acceptable for the EIS to argue that worsening pollution is not a problem simply because it is already bad. Car emissions are bad for people's health and for the environment.

This project should NOT be approved on the basis of the EIS.

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

Name_____ Email_____ Mobile _____

Attention Director *Infrastructure Projects, Planning Services,* *Department of Planning and Environment* *GPO Box 39, Sydney, NSW, 2001*	Name: PETER HAYNES
	Address: 17 BLUE GUM CRESCENT
Application Number: SSI 7485	Suburb: Postcode BLAXLAND N.S.W
Application Name: WestConnex M4-M5 Link	Signature: Peter Haynes.
Please **include** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.	

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

a) I object to the whole project because the people of Western Sydney were never consulted about whether they wanted new roads or given any transport alternatives.

b) The state government keeps telling us is for western Sydney when it forces high tolls on us and doesn't even include the links to Port Botany or Sydney Airport that they said were the reason for the whole WestConnex project.

c) I object to the privatization of the road system. It has been announced that the state government intends to sell the project, both the constructing and the operation. How is the public interest in an efficient transport system going to be protected when so much of it operates to make a profit for shareholders?

d) The high tolls are set to increase by the CPI or by 4% a year, whichever is higher. It is outrageous when inflation is low and wages are not even keeping up with it to impose such increases. This is only to just make the road attractive to a buyer at the expense of Western Sydney drivers who don't have an alternative in public transport.

e) It is outrageous that the EIS quotes from studies in favour of tollways done by the big accounting firms, KPMG and Ernst and Young, and paid for by Transurban, which owns more tollways in Australia than any other corporation. How can this be unbiased? No evidence of how this conclusion was reached is provided in the EIS.

f) Because of the high tolls drivers who have to travel east daily will look for alternative routes and build up the traffic on local roads, both here in western Sydney, on Parramatta Rd and all the way to the city. There is no way the WestConnex roads will reduce traffic on un-tolled roads when the tolls on the WestConnex sections are so high and set to increase every year.

The Secretary for Planning really should not approve this project.

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: Ashlee Savins
	Address: 66/115 Constitution Rd
Application Number: SSI 7485	Suburb: Dulwich Hill Postcode 2060
Application Name: WestConnex M4-M5 Link	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.	

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:

- 1.1599 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.

- 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.

- 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.

- 602 homes and more than a thousand residents near Rozelle construction sites would be affected by noise sufficient to cause sleep disturbance even if acoustic sheds and noise walls are used..The EIS promises negotiation to provide even more mitigation on a one by one basis. This is not acceptable to me. As other projects have demonstrated, those with less bargaining power or social networks have been left more exposed. In any case, there is no certainty that additional measures would be taken or be effective. 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.

- I am very concerned by the finding that 162 homes and hundreds of individual residents including young children, students and people at home during the day will be highly affected by construction noise. These homes are spread across all construction sites. 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 for this, especially based on the difficulties residents near M4 East, M4 Widening and New M5 residents have experienced in achieving notification and mitigation M4 east and New M5. A promise of some future plan to mitigate by a construction company yet to be nominated is certainly not sufficient.

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: Ruby Magee

Signature:

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

Address: 8 Missenden Road

Suburb: Camperdown 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 Name: WestConnex M4-M5 Link

- 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.

- 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.

- 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.

- 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.

- 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.

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

Name _____ Email _____ Mobile _____

Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 **Attention: Director – Transport Assessments** **Application Number: SSI 7485** **Application Name: WestConnex M4-M5 Link**	**Name:** Ruby Meegan **Signature:** *Please **Include** my personal information when publishing this submission to your website* ***Declaration**: I **HAVE NOT** made any reportable political donations in the last 2 years.* **Address:** 8 Missenden Road **Suburb:** Camperdown **Postcode** 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

- **Acquisition of Dan Murphys – I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the tax payer should not be left to foot the compensation bill in these circumstances.**

- **Unacceptable noise levels will accompany the construction of this massive interchange. No analysis has been provided of the magnitude of increased noise pollution which will adversely affect the local citizens.**

- **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.**

- **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.**

- **Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?**

- **The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)**

- **The 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.**

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: Ruby Meegan

Signature:

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

Address: 8 Missenden Road

Suburb: Camperdown *Postcode* 2050

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.

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: Will Chance

Signature: Chance

*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: 119 Tallyan Pt Rd,

Suburb: Basin View Postcode 2540

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

◊ 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.

◊ Rozelle Interchange and surrounds will experience **increased traffic with associated noise and air pollution**– most particularly at the **Crescent, Johnson St and Catherine St**, Annandale/Lilyfield/Leichhardt and **Ross Street**, Glebe. These streets are already highly congested at peak times and with a massive number of extra truck movements and traffic associated with construction, these streets will become gridlocked during peak times.

◊ 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.

◊ 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.

◊ 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)

◊ 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)

◊ 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.

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: MASSIMO SCIMANNA

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: 66 ALFRED ST

Suburb: ST PETERS Postcode: 2044

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

- Rozelle Interchange and surrounds will experience increased traffic with associated noise and air pollution– most particularly at the Crescent, Johnson St and Catherine St, Annandale/Lilyfield/Leichhardt and Ross Street, Glebe. These streets are already highly congested at peak times and with a massive number of extra truck movements and traffic associated with construction, these streets will become gridlocked during peak times.

- 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 fn 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.

- 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.

- The EIS indicates that 36 homes will have unacceptable noise impacts for extended periods at the Darley road construction site. The EIS does not mention the cumulative impact of aircraft noise in the Leichhardt or St Peters area, and therefore does not reflect the true impact of construction noise on the amenity of nearby residents and businesses. The noise impacts of construction are not able to be mitigated to an acceptable level and the EIS should not be approved on this basis.

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

Name _____ Email _____ Mobile _____

Attention Director *Infrastructure Projects, Planning Services,* *Department of Planning and Environment* *GPO Box 39, Sydney, NSW, 2001*	Name: Mary Beaman
	Address: 4 Runka Pl
Application Number: SSI 7485	Suburb: Postcode Glenmore Pk 2745
Application Name: WestConnex M4-M5 Link	Signature: MBeaman
Please **include** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.	

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

- I object to the whole project but particularly the tolls which are unfair when people living west of Parramatta really need alternative to western neighborhoods north-south. If we had better public transport then many of us would not have to drive and this would reduce the traffic.

- I object to the whole project because the people of Western Sydney were not consulted about where they wanted new roads or what transport they prefer. The WestConnex project with the tolls we will have to pay was just dumped on us, there was no consultation about our needs.

- Most people in Emu Plains, Penrith, Mt Druitt, or Blacktown who work in Sydney CBD use the trains. What workers travelling to Sydney city really need are better and more frequent trains. This is just dismissed by the EIS.

- The high tolls are set to increase for decades by the CPI or by 4% a year, whichever is higher. When inflation is low and wages are not even keeping up with low inflation this is outrageous. And it is not as if the commuters or workers of western Sydney have a real alternative in public transport. This is just gouging western Sydney road users to make the road attractive to a buyer.

- The EIS admits that drivers from lower income households are more likely to travel longer distances to avoid tolls because of the cost. So you either pay the high tolls (capped at $7.95 in 2015 dollars) or you drive for longer to avoid the tolls. We have seen this already where commuters have chose to drive on Parramatta rd not the new M4 with the new tolls. This is unfair.

- The money spent on this stage could have been spent on modernizing the railway signal system so the train service could be improved which would benefit the communities west of Parramatta. What commuters out west really need is an extension of the heavy rail train system. I object that we were never given a choice about it.

- I object to this stage of WestConnex which doesn't benefit western Sydney in any way because it doesn't even include the links to Port Botany or Sydney Airport which were the main justification for the whole project.

- I ask that Planning not approve this project.

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: ANN CAMPBELL
	Address: 51/62 GREAT WESTERN HWY
Application Number: SSI 7485	Suburb: Postcode KINGSWOOD
Application Name: WestConnex M4-M5 Link	Signature: A D Campbell
Please **include** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.	

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

a) I object to the whole project because the people of Western Sydney were never consulted about whether they wanted new roads or given any transport alternatives.

b) The state government keeps telling us is for western Sydney when it forces high tolls on us and doesn't even include the links to Port Botany or Sydney Airport that they said were the reason for the whole WestConnex project.

c) I object to the privatization of the road system. It has been announced that the state government intends to sell the project, both the constructing and the operation. How is the public interest in an efficient transport system going to be protected when so much of it operates to make a profit for shareholders?

d) The high tolls are set to increase by the CPI or by 4% a year, whichever is higher. It is outrageous when inflation is low and wages are not even keeping up with it to impose such increases. This is only to just make the road attractive to a buyer at the expense of Western Sydney drivers who don't have an alternative in public transport.

e) It is outrageous that the EIS quotes from studies in favour of tollways done by the big accounting firms, KPMG and Ernst and Young, and paid for by Transurban, which owns more tollways in Australia than any other corporation. How can this be unbiased? No evidence of how this conclusion was reached is provided in the EIS.

f) Because of the high tolls drivers who have to travel east daily will look for alternative routes and build up the traffic on local roads, both here in western Sydney, on Parramatta Rd and all the way to the city. There is no way the WestConnex roads will reduce traffic on un-tolled roads when the tolls on the WestConnex sections are so high and set to increase every year.

The Secretary for Planning really should not approve this project.

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: Jaimie Boyle
	Address: 1/112 Lor Ave Penrith
Application Number: SSI 7485	Suburb: Postcode 2750 (Penrith)
Application Name: WestConnex M4-M5 Link	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.	

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 state government has already announced it will sell the project. There has been no public discussion or consultation about this decision. I object to the privatization of the road system. The public interest in an efficient and equitable transport system cannot be protected because the private owners will have to operate it to make a profit for shareholders.

- I object to this new tollway because in the past tolls have been justified as needed to pay for the new road. This new tollway will charge tolls for 40 years, decades after the road has been paid for. This is only to make the project attractive to a private buyer.

- The high tolls are set to increase by the CPI or by 4% a year, whichever is higher. When inflation is low and wages are not even keeping up with low inflation this is outrageous. This is exploitation of western Sydney road users without giving them adequate alternative means of transport. .

- It is well known that residents in Western Sydney have no adequate alternative in public transport if they live further out from Parramatta. I am appalled the EIS, which is supposed to be an independent assessment, quotes from studies in favour of tollways paid for by Transurban, which owns more tollways in Australia than any other corporation. The whole thing is cooked up to favour private road operators like Transurban.

- The EIS has to admit that on average people who live in western Sydney have lower household incomes than in the inner suburbs and that the tolls will therefore be a heavier cost in Emu Plains, Penrith, Mt Druitt, Blacktown or Wetherill Park than in Strathfield or Padstow. This is unfair when the benefits of Stage 3 are all for north-south connections to the northern beaches or the proposed new harbour tunnel.

- People travelling to work in Sydney city want better and more frequent trains. Most people in Emu Plains, Penrith, Mt Druitt, or Blacktown who work in Sydney CBD use the trains to get to work but better trains are just dismissed by the EIS.

- A fraction of money for Stages 2and 3 of WestConnex should have been spent on upgrading the railway signal system so the train service could be improved. That would actually take cars off the road and improve the traffic flow. I object that we were never given a choice about it.

- The state government is forcing us to use private car transport more when most major cities in the world are trying to reduce the number of cars on the roads. This means more pollution and worse health for all the people living within half a kilometre on major roads. The real costs of this project in pollution and health are not mentioned in the EIS.

I urge the Secretary of Planning to refuse approval of this project.

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: IVAN SMITH. Address: 25 LAPWING WAY
Application Number: SSI 7485	Suburb: Postcode 2749
Application Name: WestConnex M4-M5 Link	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.	

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:

a) I object to the whole project because the people of Western Sydney were never consulted about whether they wanted new roads or given any transport alternatives.

b) The state government keeps telling us is for western Sydney when it forces high tolls on us and doesn't even include the links to Port Botany or Sydney Airport that they said were the reason for the whole WestConnex project.

c) I object to the privatization of the road system. It has been announced that the state government intends to sell the project, both the constructing and the operation. How is the public interest in an efficient transport system going to be protected when so much of it operates to make a profit for shareholders?

d) The high tolls are set to increase by the CPI or by 4% a year, whichever is higher. It is outrageous when inflation is low and wages are not even keeping up with it to impose such increases. This is only to just make the road attractive to a buyer at the expense of Western Sydney drivers who don't have an alternative in public transport.

e) It is outrageous that the EIS quotes from studies in favour of tollways done by the big accounting firms, KPMG and Ernst and Young, and paid for by Transurban, which owns more tollways in Australia than any other corporation. How can this be unbiased? No evidence of how this conclusion was reached is provided in the EIS.

f) Because of the high tolls drivers who have to travel east daily will look for alternative routes and build up the traffic on local roads, both here in western Sydney, on Parramatta Rd and all the way to the city. There is no way the WestConnex roads will reduce traffic on un-tolled roads when the tolls on the WestConnex sections are so high and set to increase every year.

The Secretary for Planning really should not approve this project.

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: D Devitt
	Address: 48 Allard St Penrith
Application Number: SSI 7485	Suburb: Postcode 2750
Application Name: WestConnex M4-M5 Link	Signature: D. Devitt
Please **include** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.	

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

a) **Stage 3 of the WestConnex project is only for the benefit of north-south road users to the northern beaches or the proposed new harbour tunnel but the people who live in western Sydney who have lower incomes than the north and suburbs will pay high tolls for 43 years to use the tollways.**

b) **The EIS accepts that drivers from lower income households are more likely to travel longer distances to avoid tolls because of the cost. This is unfair. Either commuters pay the high tolls (capped at $7.95 in 2015 dollars) or drive for longer to avoid the tolls. Already commuters have chosen to drive on Parramatta Rd and not use the new M4 because of the new high tolls.**

c) **For a small part of the money for this project the railway signal system and the rails could have been modernised and upgraded. Western Sydney could have more frequent and faster services which would really benefit the communities west of Parramatta. What Western Sydney commuters really need is an extension of the heavy rail train system. I object to the failure of the EIS to evaluate the public transport alternative properly.**

d) **I object to the whole project but particularly the tolls which are unfair when people living west of Parramatta really need alternative means of travelling north-south to western neighborhoods. If we had better public transport, eg, better train services and more buses which connect our suburbs, then many of us would not have to drive and this would reduce the traffic driving.**

e) **The state government has announced the sale of the project. Why has there been no public debate about this? I object to the privatization of the road system. The private operator of the system must operate for the benefit of shareholders so how can the public interest in an efficient transport system be protected?**

f) **Public transport is rejected by the EIS so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. The UK and European states are more and more concerned about the bad effects of car emissions on people's health and are taking steps to toughen emission standards and provide alternatives to private car use. Why is our state government choosing dangerous pollution by building more massive road projects? Why isn't the cost of health care included in the EIS evaluation? This EIS should get a "fail".**

I ask that Planning not approve this project.

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: CHARLES ARMSTRONG
	Address: 21 GILMOUR ST
Application Number: SSI 7485	Suburb: Postcode COLYTON
Application Name: WestConnex M4-M5 Link	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.	

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:

a) **Stage 3 of the WestConnex project is only for the benefit of north-south road users to the northern beaches or the proposed new harbour tunnel but the people who live in western Sydney who have lower incomes than the north and suburbs will pay high tolls for 43 years to use the tollways.**

b) **The EIS accepts that drivers from lower income households are more likely to travel longer distances to avoid tolls because of the cost. This is unfair. Either commuters pay the high tolls (capped at $7.95 in 2015 dollars) or drive for longer to avoid the tolls. Already commuters have chosen to drive on Parramatta Rd and not use the new M4 because of the new high tolls.**

c) **For a small part of the money for this project the railway signal system and the rails could have been modernised and upgraded. Western Sydney could have more frequent and faster services which would really benefit the communities west of Parramatta. What Western Sydney commuters really need is an extension of the heavy rail train system. I object to the failure of the EIS to evaluate the public transport alternative properly.**

d) **I object to the whole project but particularly the tolls which are unfair when people living west of Parramatta really need alternative means of travelling north-south to western neighborhoods. If we had better public transport, eg, better train services and more buses which connect our suburbs, then many of us would not have to drive and this would reduce the traffic driving.**

e) **The state government has announced the sale of the project. Why has there been no public debate about this? I object to the privatization of the road system. The private operator of the system must operate for the benefit of shareholders so how can the public interest in an efficient transport system be protected?**

f) **Public transport is rejected by the EIS so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. The UK and European states are more and more concerned about the bad effects of car emissions on people's health and are taking steps to toughen emission standards and provide alternatives to private car use. Why is our state government choosing dangerous pollution by building more massive road projects? Why isn't the cost of health care included in the EIS evaluation? This EIS should get a "fail".**

I ask that Planning not approve this project.

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: CARMEN SACCO
	Address: 6 Elanora Ave
Application Number: SSI 7485	Suburb: Postcode Blacktown 2148
Application Name: WestConnex M4-M5 Link	Signature: Carmen Sacco
Please **include** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.	

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

◊ The UK and European states are more and more concerned about the bad effects of car emissions on people's health and are taking steps to tougher emission standards. The state government is forcing promoting car use instead of public transport alternatives at the expense of public health. I object to the WestConnex project because more roads mean more car emissions.

◊ I object to Stage 3 of WestConnex because the link to Port Botany and Sydney Airport that the state government said was the original purpose of the project is not included and will be a separate project with another toll. So western Sydney still has no direct route to the airport or to Port Botany (to take the container trucks off the roads used by the ordinary drivers).

◊ The state government has announced the sale of the project. Why has there been no public debate about this? I object because the private operator of the system must operate the road for the benefit of shareholders. Where is the public interest in an efficient transport system protected?

◊ I object to the proposal that the high tolls will be increased by the CPI or by 4% a year. This is an outrage when wages are not keeping up even with low inflation. Commuters or workers of western Sydney do not have an adequate alternative in public transport, so we will be exploited by the state government and then, the private owners

◊ I object to the unfair tolls when people living west of Parramatta really need alternative transport to travel north-south to the western neighborhoods. What is really needed is a better bus service to connect our suburbs.

◊ The KPMG and Ernst & Young studies cited by the EIS say NSW's toll roads contributed $14 billion in benefits over ten years . How on earth was this worked out? There are no details provided. Yes, I can believe the toll roads benefitted Transurban, it owns most of them. Where is the public interest in efficient transport, reduced vehicle emissions and reduced traffic taken into account?

◊ Why is the answer to traffic jams always another road, and now another private tollway? WestConnex is not a solution and I object to the state using public funds to build an asset to sell to a private corporation.

◊ Finally I object to this new tollway project because all it will do is move the traffic around. If the state government wanted to reduce traffic in Parramatta Rd they would put a toll on it and make the new roads free to encourage the traffic to use the new roads. They are doing the exact opposite. In fact the EIS admits that traffic will be worse in Parramatta Rd. This is of no benefit to the city of Sydney.

The Planning Department should not approve this project.

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: SENTHIL JAYARAMAN

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: 38 KARUAH ST

Suburb: STRATHFIELD Postcode 2135

I object to the WestConnex M4-M5 Link proposals for the following reasons, and request the Minister reject the application, and require SMC and RMC to prepare a new EIS that is based on genuine, not indicative, design parameters, costings, and business case.

- The EIS 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)

- 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

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

- I oppose the removal of further homes of Significance in either Haberfield or Ashfield. The level of destruction has already been appalling. Residents were led to expect that there would be no further construction impacts after the completion of the M4 East. The loss of further houses of the community will cause further distress within this community.

- 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. 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.

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: James Hunter
	Address: 4 Tinam
Application Number: SSI 7485	Suburb: Postcode 2770
Application Name: WestConnex M4-M5 Link	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.	

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:

a) *I object to this new tollway project because all it will do is move the traffic around. Why won't they put a toll on Parramatta Rd and make the new roads free to encourage the traffic to use the new roads? But they are doing the exact opposite, so the new tollway is nothing to do with traffic management. And we have already see motorists abandoning the new M4 for Parramatta roads because the new tolls are so high.*

b) *I object to the way the Minister for Western Sydney, Stuart Ayres, trumpets WestConnex as a benefit for western Sydney. Hardly any parts of Sydney west of Parramatta are even mentioned in the EIS. All the reasons for this stage of WestConnex are about linking the new M4 and M5 to the western harbour tunnel and northern beaches tunnel. Or they talk about links to the "Sydney Gateway" to the airport and Port Botany and they are not even part of this project.*

c) *It is anticipated that the new M5 and the new M4-M5 Link will dump 1,000s more per day onto the roads to the Airport which are already at capacity. Why is the state government pushing ahead with the M4-M5 link when there are still no plans for the Sydney Gateway to deal with the increased traffic?*

d) *When other countries are taking steps to tougher emission standards because of growing concerns about the bad effects of car emissions on people's health, our state government is promoting car use. I object to the WestConnex project because of the increased car emissions it will cause.*

e) *I object to this new tollway because in the past tolls have been justified as needed to pay for the new road. This is not the case of this tollway that will charge tolls for 40 years, simply to provide revenue to a prospective buyer.*

f) *The high tolls are set to increase for decades by the CPI or by 4% a year, whichever is higher. This is outrageous when inflation is low and wages are not even keeping up with it. Commuters of western Sydney do not have a real alternative in public transport. This is all about making the tollway attractive to a buyer.*

g) *Public transport is rejected by the EIS so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit. I urge the Secretary of Planning to reject this project.*

h) *I ask the Minister for Planning not to approve Stage 3 of WestConnex .*

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: I. WILLIAMSON
	Address: 56 CARBONY AVE PENRITH
Application Number: SSI 7485	Suburb: Postcode 2750
Application Name: WestConnex M4-M5 Link	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.

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:

a) I object to the whole WestConnex project and Stage 3, the M4-M5 Link in particular, because I object to paying high tolls to fund a road project that does not benefit Western Sydney.

b) I object to the long period of the tolls particularly on the widened M4 because we know this work will be paid for in a couple of years and the other 40 years worth of tolls will pay for roads which benefit other parts of Sydney, not the west.

c) The EIS admits that the people who live in western Sydney have lower incomes than in the inner suburbs and that the tolls will therefore be a heavier cost in Emu Plains, Penrith, Mt Druitt, Blacktown or Wetherill Park than in Parramatta or Padstow. It is unfair it looks like all the benefits of Stage 3 are for north-south connections to the northern beaches or the proposed new harbour tunnel, not Western Sydney.

d) The original objectives of the project specified improving road and freight access to Sydney Airport and to Port Botany. We now have the proposals for Stages 1,2 and 3 and they don't even go to Port Botany or Sydney Airport. We are being asked to support Stage 3 of WestConnex on the basis of more major unfunded projects that are barely sketches on a map.

e) 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.

f) I object to this new tollway because in the past tolls have been justified as needed to pay for the new road. This is not the case of this tollway that will charge tolls for 40 years. This is only to guarantee revenue to the new private owner.

g) We know the state government intends to sell the project, both the constructing and the operation. I object to the privatization of the road system. There is no guarantee of protecting the public interest in an efficient transport system when so much of it operates to make a profit for shareholders.

h) The EIS admits that drivers from lower income households are more likely to travel longer distances to avoid tolls because of the cost. These high tolls are unfair. Either you pay the high tolls (capped at $7.95 in 2015 dollars) or you drive for longer to avoid the tolls. We have seen this already where commuters have chose to drive on Parramatta Rd not the new M4 with the new tolls.

i) I ask the Secretary of Planning not to approve this project.

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: Aston Fu

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: 318 Unwins bldg Rd

Suburb: Tempe *Postcode* 2044

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

⇒ The St Peters and Rozelle interchanges at 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 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.

⇒ Road congestion is reducing bus performance and reliability. The project will make it worse.

a) The EIS says traffic on ANZAC Bridge will increase by 2023 (p.8-103).
b) Traffic modelling shows bus times will be slower into the city in the morning (p.3-19).
c) The EIS identifies capacity constraints on ANZAC Bridge (p3-19). This project will dump more traffic onto the ANZAC Bridge.

⇒ 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 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)

⇒ 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.

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

Name _____ *Email* _____ *Mobile* _____

Submission from:	Submission to:
Name: PAUL SANTELMANN	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
Signature:	Attn: Director – Transport Assessments
*Please **include** my personal information when publishing this submission to your website* ***Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.*	Application Number: SSI 7485 Application
Address: 42 BARDEN ST	Application Name: WestConnex M4-M5 Link
Suburb: TEMPE Postcode 2044	

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

◊ The proposed work hours for the Rozelle Rail Yards are tunnelling and spoil handling 24 hours a day seven days a week. Civil construction Mon – Fri 7.00am – 6.00pm, Sat 8.00am –1.00 pm. There will be no night work at The Crescent Civil Site and the daytime hours are stated to be the same as at the Rozelle Rail Yards. However as has been experienced by those at Haberfield and St Peters these hours and especially late and night work have been extended and implemented when the schedule has fallen behind and this has lead to physical and mental stress for many residents through interrupted sleep and loss of sleep especially with children. The roads and sites at night in the area will see a marked increase in noise from truck movements, truck reversing alarms and running machinery. It will also see a marked increase in light during the night hours with site illumination and vehicle head lights as has been experienced in other areas. These problems have not been properly addressed and are not adequately dealt with in the EIS.

◊ The additional unfiltered exhaust stack on the north-west corner of the interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south-western and north-western corners of the interchange. This is utterly unacceptable.

◊ I am concerned that the EIS provides no reasons why the City of Sydney's alternative plan might not be preferable to the proposed WestCONnex.

◊ Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects ?

◊ 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.

◊ 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.

◊ 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.

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: R Griffey
	Address: 7 Kay Close.
Application Number: SSI 7485	Suburb: Postcode Jamisontown
Application Name: WestConnex M4-M5 Link	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.	

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:

A. I object to the whole WestConnex project but particularly this stage because the original objectives of the project – improving road and freight access to Sydney Airport and to Port Botany – are now pushed off to another unplanned, unfunded project. The community is asked to support this proposal on the basis of several more projects, in the case of the Sydney gateway, without even a sketch of a plan.

B. Both the new M5 and the new M4-M5 Link will dump 1,000s more cars per day on the roads to the Airport which are already at capacity. I object to this push for the M4-M5 link when there are still no plans for the Sydney Gateway to deal with the increased traffic.

C. I object to this new tollway because in the past tolls have been justified as being needed to pay for the new road. This is not the case of this tollway that will charge tolls for more than 40 years. This is only to guarantee revenue to the new private owner.

D. We know the state government intends to sell the project, both the construction and the operation of the new roads. I object to the privatization of the road system. There is no guarantee of protecting the public interest in an efficient transport system when so much of it operates to make a profit for shareholders.

E. I object particularly to the tollway going east which are unfair when people living west of Parramatta really need alternative means of travelling north-south to local neighbourhoods. If we had better public transport, eg, better train services and more buses which connect our suburbs, then many of us would not have to drive and this would reduce the traffic congestion.

F. Most people in Emu Plains, Penrith, Mt Druitt, or Blacktown who work in Sydney CBD use the trains. What workers travelling to Sydney city really need are better and more frequent trains. This is just dismissed by the EIS.

G. Public transport is basically rejected by the EIS so the state government is forcing us to use cars more when most major cities in the world are trying to reduce the number of cars on the roads. We know this is to promote private road operators' profits. I object to putting so much public funding to the cause of private profit.

H. I also object to the WestConnex project because of the increased vehicle pollution it will cause. The UK and European states are more and more concerned about the bad effects of car emissions on people's health and are taking steps to tougher emission standards. Here the state government is promoting car use at the expense of public health concerns.

I ask the Secretary of Planning to refuse approval for this project.

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: Ron Thurston
	Address: 2 Birch ST
Application Number: SSI 7485	Suburb: Postcode ST MARYS
Application Name: WestConnex M4-M5 Link	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.	

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:

I object to Stage 3 of WestConnex, the M4-M5 Link project because it will not reduce traffic, simply move it around. If the government was serious about reducing traffic in Parramatta Rd they would put a toll on it and make the new roads free to encourage the traffic to use the new roads. They are doing the exact opposite, so the tolls don't seem to have anything to do with traffic management.

I object to the proposal that the already high tolls are set to increase by the CPI or by 4% a year, whichever is higher. When inflation is low and wages are not even keeping up with low inflation this is outrageous. And it is not as if the commuters or workers of western Sydney have a real alternative in public transport. This is just gouging western Sydney road users to make the road attractive to a buyer.

We know the state government intends to sell the project, both the constructing and the operation. I object to the privatization of the road system. How is the public interest in an efficient transport system to be protected when so much of road system operates to make a profit for shareholders?

The EIS admits that the people who live in western Sydney on average have lower incomes than in the inner suburbs and that the tolls will therefore be a heavier burden in Emu Plains, Penrith, Mt Druitt, Blacktown or Wetherill Park than in Strathfield or Padstow, let alone north Sydney. This is unfair when the benefits of Stage 3 are all for north-south connections to the northern beaches or the proposed new harbour tunnel.

Most people in Emu Plains, Penrith, Mt Druitt, or Blacktown who work in Sydney CBD commute by train. What workers travelling to Sydney city really need are better and more frequent trains. This is just dismissed by the EIS.

The money spent on this stage could have been spent on modernizing the railway signal system so the train service could be improved which would benefit the communities west of Parramatta. What Western Sydney commuters really need is an extension of the heavy rail train system. I object because the public was never consulted or asked about their preferences.

I object to this stage of WestConnex which doesn't benefit western Sydney in any way because it doesn't even include the links to Port Botany or Sydney Airport which were the main justification for the whole project.

The KPMG and Ernst & Young studies cited by the EIS say NSW's toll roads contributed $14 billion in benefits over ten years. No evidence is given. Tollways benefitted Transurban which owns most of them but that is not the same as the public interest in efficient transport, reduced vehicle emissions and reduced traffic. Now we are building more tollways to "reduce" traffic congestion, emissions etc. WestConnex is not a solution and I object to using public funds to enrich a private corporation. The project should not be approved.

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

Name_____ Email_____ Mobile _____

Attention Director *Infrastructure Projects, Planning Services,* *Department of Planning and Environment* *GPO Box 39, Sydney, NSW, 2001*	Name: Erin Mullins
	Address: 7 Perry Ave
Application Number: SSI 7485	Suburb: Postcode Springwood NSW
Application Name: WestConnex M4-M5 Link	Signature: Erin
Please **include** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.	

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

1) I object to the fact that there are still no plans for the Sydney Gateway. This is supposed to be the purpose of the Westconnex project. Both the new M5 and the new M4-M5 Link will dump 1,000s more vehicles per day onto the roads to the Airport which are already traffic jams. I object to the push for the M4-M5 link given there is nothing yet planned to deal with the increased traffic to the Airport or to Port Botany.

2) I object to the length of time the tolls will be charged. In the past tolls have been justified as needed to pay for the new road. This is not the case of this tollway that will charge tolls for 40 years after it has been completely paid for. This is only to guarantee revenue to a new prospective private owner. This is gouging Western Sydney road users.

3) The EIS accepts that drivers from lower income households are more likely to travel longer distances to avoid tolls because of the cost. It is unfair that drivers have to pay the high tolls (capped at $7.95 in 2015 dollars) or drive for longer to avoid them. Already commuters have chosen to drive on Parramatta Rd and not use the new M4 because of the new high tolls.

4) I object to the way this project is supposed to be for the benefit of western Sydney when all the reasons for this stage of WestConnex are about linking the new M4 and M5 to the proposed western harbour tunnel and northern beaches tunnel. As I said above, the "Sydney Gateway" to the airport and Port Botany is not even part of this project.

5) We are told that the impact of construction of the M4-M5 Link over the next 5 years will worsen traffic on Parramatta Rd. In these circumstances it is outrageous motorists are being asked now to pay up to up to $20 a day in tolls.

6) Given the known risks of car emissions to public health, the NSW government should be seeking ways to reduce them. The EIS appears to argue that worsening pollution is not a problem simply because it is already bad. Car emissions are bad for people's health and for the environment and are another cost that should be included in assessing this project. Why aren't health effects and costs included in the EIS?

7) What commuters out west really need is an extension of the heavy rail train system, not a new toll road. I object to the fact that this alternative is not seriously considered by the EIS.

I urge the Secretary of Planning to refuse approval for this stage of WestConnex.

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

Name_____ Email_____ Mobile _____

Submission from:	Submission to:
Name: Shefali Povik Signature: Shefali A Povik *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: 2A Wells St Suburb: Newtown Postcode: 2042	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

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 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.

- Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects ?

- 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.

- No workers associated with the WestConnex project should be permitted to park on local streets. Parking is at a premium in this area and many residents to not have off-street parking. The removal of 20 car spaces for five years as is proposed on Darley Road will worsen this situation as will the removal of 'kiss and ride facilities' at the light rail. There is also a pre-DA application for 120 units on William Street which is not taken into account in the EIS. This will place further stress on parking. The EIS needs to outright prohibit any worker parking on local streets.

- The additional unfiltered exhaust stack on the north-west corner of the interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south–western and north-western corners of the interchange. This is utterly unacceptable.

- I 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.

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:* Toby Cox *Signature:* [signature] *Please include my personal information when publishing this submission to your website. I HAVE NOT made reportable political donations in the last 2 years.* *Address:* 60 Union St *Suburb:* Erskineville NSW *Postcode* 2043

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

2) 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.

3) Increased traffic on Gardeners Road will require land use planning changes that may decrease the value of land.

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

5) 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.

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:** Catherine Chipeta
	Address: 11 Auburn St,
Application Number: SSI 7485	**Suburb:** Sutherland **Postcode** 2232
Application Name: WestConnex M4-M5 Link	**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.**	

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:

- 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.

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

- 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 ?

- An on-line interactive map was published with the M4-M5 Concept Design that indicated a very wide yellow 'swoosh' that is upwaOrds 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 _____

Submission from:	Submission to:
Name: Amada Whitbread 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: 101/10 Fitzgerald St Suburb: Newtown Postcode 2042	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

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**

1. Because this is still based on a "concept design" it is unknown how the communities affected will not know what is being done below their residences, schools, business premises and public spaces, particularly if the whole project is sold into a private corporation's ownership before the actual designs and construction plans are determined. The EIS makes references to these designs and plans being reviewed but there is **NO** information as to what agency will be responsible for such reviews or whether the outcomes of such reviews will be made public. The communities below whose homes, business premises, public buildings and public spaces this massive project will be excavated and built will be completely in the dark about what is being done, what standards it is supposed to comply with, what inspection or scrutiny it will subject to, and whether the private corporations undertaking the work will be held to any liability by our government.

2. 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.

3. 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.

4. The EIS states that investigation would be undertaken to confirm whether the Victoria Road bridge is a potential roost site for microbats. There will be attempts to 'manage potential impacts' if confirmed. This is inadequate. The project should not be permitted to impact on vulnerable species.

5. I do not accept the finding in the Appendix P that there will be no noise exceedences during construction at Campbell Rd St Peters. There has been terrible noise during the early construction of the New M5. Why would this stop, especially given the construction is just as close to houses? Is it because the noise is already so bad that comparatively it will not be that much worse. This casts doubt on the whole noise study.

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: Vanvel Theresa

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: Unit 1, 545-546 Oxford street

Suburb: Paddington Postcode 2021

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

◊ I am 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.

◊ 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.

◊ 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 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.

◊ The additional unfiltered exhaust stack on the north-west corner of the interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south–western and north-western corners of the interchange. This is utterly unacceptable.

◊ 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 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.

◊ 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.

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: DOMINIKA STREDANSKA

Signature: STREDANSKA

*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: 5/72 STATION ST

Suburb: ROOTY HILL Postcode 2766

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

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

- 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.

- 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 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.

- 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.

- 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.

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: Kirsten Bouwman

Signature: K Bouwman.

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: 770 Grose Vale Rd

Suburb: Grose Vale Postcode 2753

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.

a. 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.

b. 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 were 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.

c. 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.

d. 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.

e. 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* _____

Submission from:	Submission to:
Name: DARREN MORGAN 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: 74 LAWSON ST Suburb: HAMILTON Postcode: 2303	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

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. *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*

B. *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.*

C. *It is stated that if congestion proves to be a problem then other solutions will have to be found. Other routes that are being considered will be using the Western Distributor, the Crescent, Victoria Rd, Ross St, Pyrmont Bridge Rd and Johnston St. The Crescent and Johnston St are clearly going to be used. This despite the fact that in a consultation those representing Westconnex assured residents of Annandale that neither Johnston St or Booth St would be used. It is expected that these routes will also be used for night transport. It is clear that it is unlikely that transportation routes shown in the EIS will be adhered to. This is unacceptable.*

D. *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. The 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.*

E. *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.*

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Name _____ Email _____ Mobile _____

Submission from:	Submission to:
Name: Thao Thi Le 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: 17 C Crow Street Suburb: Surry Hills Postcode 2010	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

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**

i. 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.

ii. 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.

iii. 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)

iv. 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 just beyond belief and demonstrates that those who have put these plans together are either staggeringly ignorant or totally delusional! At a time when major World cities are doing all they can to address the dire problems of pollution this is an appalling suggestion that is totally out of touch.

v. Insufficient time has been given for the community to prepare submissions to the EIS, especially when one considers that whole neighbourhoods affected by the project were not even notified during the concept design period. e.g Newtown, east of King St.

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: Linda Muharem
	Address: 790-92 Elizabeth Bay Road
Application Number: SSI 7485	Suburb: Elizabeth Bay Postcode 2011
Application Name: WestConnex M4-M5 Link	Signature: L. Q
Please **include** my personal information when publishing this submission to your website **Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.	

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

a. The latest EIS was released just ten business days after feedback period ended for the Concept Design for the M4/M5 and before preliminary drilling to establish a route through the Inner West is completed. WHAT IS THE RUSH? This EIS is little more than a concept design and is far less developed than earlier ones. It is composed of many indicate only plans such that it is impossible to know what the impacts will be and yet approval is being sought in a rush. The EIS ignores more than 1500 submissions, including one of 142 pages from the Inner West Council.

b. 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?

c. 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.

d. Where is the commitment to community consultation and to long term planning when the EIS for the M4/M5 Link is released before any response to the extensive community feedback on the M4-M5 Link concept design could possibly have been seriously considered. This demonstrates deep government contempt for the people of NSW and the communities of the Inner West of Sydney in particular.

e. The EIS was prepared by global engineering firm AECOM, which also prepared the EIS for Stages 1 and 2. When he approved these earlier stages, the then Minister for Planning Rob Stokes pointed to conditions of approval that would minimise impacts on communities. But the impacts have turned out to worse than expected.

f. 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.

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: JACOB PETWILER

Signature: [signature]

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

Address: 54 STATION ST

Suburb: NEWTOWN *Postcode* 2042

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

- I am appalled to learn that more than 100 homes including hundreds of residents will be affected by noise exceedences 'out of hours' in the vicinity of Darley Road, Leichhardt. This will not just be for a few days but could continue for years. Such impacts will severely impact on the quality of life of residents.

- 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.

- Residents of Haberfield should not be asked to choose between two construction sites. This smacks of manipulation and a deliberate attempt to divide a community. Both choice extend construction impacts for four years and severely impact the quality of life of residents. NSW Planning should reject the impacts on Haberfield as unacceptable. (page 106)

- 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. The 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.

- I do not accept the finding in the Appendix P that there will be no noise exceedences during construction at Campbell Rd St Peters. There has been terrible noise during the early construction of the New M5. Why would this stop, especially given the construction is just as close to houses? Is it because the noise is already so bad that comparatively it will not be that much worse. This casts doubt on the whole noise study.

- I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.

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:* BRAD PIAZZESTIPINO *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:* 150 DENISON ST *Suburb:* NEWTOWN *Postcode* 2042

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

A. THE LATEST EIS WAS RELEASED JUST TEN BUSINESS DAYS AFTER FEEDBACK PERIOD ENDED FOR THE CONCEPT DESIGN FOR THE M4/M5 AND BEFORE PRELIMINARY DRILLING TO ESTABLISH A ROUTE THROUGH THE INNER WEST IS COMPLETED. WHAT IS THE RUSH? THIS EIS IS LITTLE MORE THAN A CONCEPT DESIGN AND IS FAR LESS DEVELOPED THAN EARLIER ONES. IT IS COMPOSED OF MANY INDICATE ONLY PLANS SUCH THAT IT IS IMPOSSIBLE TO KNOW WHAT THE IMPACTS WILL BE AND YET APPROVAL IS BEING SOUGHT IN A RUSH. THE EIS IGNORES MORE THAN 1500 SUBMISSIONS, INCLUDING ONE OF 142 PAGES FROM THE INNER WEST COUNCIL.

B. 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?

C. 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.

D. WHERE IS THE COMMITMENT TO COMMUNITY CONSULTATION AND TO LONG TERM PLANNING WHEN THE EIS FOR THE M4/M5 LINK IS RELEASED BEFORE ANY RESPONSE TO THE EXTENSIVE COMMUNITY FEEDBACK ON THE M4-M5 LINK CONCEPT DESIGN COULD POSSIBLY HAVE BEEN SERIOUSLY CONSIDERED. THIS DEMONSTRATES DEEP GOVERNMENT CONTEMPT FOR THE PEOPLE OF NSW AND THE COMMUNITIES OF THE INNER WEST OF SYDNEY IN PARTICULAR.

E. THE EIS WAS PREPARED BY GLOBAL ENGINEERING FIRM AECOM, WHICH ALSO PREPARED THE EIS FOR STAGES 1 AND 2. WHEN HE APPROVED THESE EARLIER STAGES, THE THEN MINISTER FOR PLANNING ROB STOKES POINTED TO CONDITIONS OF APPROVAL THAT WOULD MINIMISE IMPACTS ON COMMUNITIES. BUT THE IMPACTS HAVE TURNED OUT TO WORSE THAN EXPECTED.

F. 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.

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

Name _____ *Email* _____ *Mobile* _____

Submission from:	Submission to:
Name: Julie Manley Signature: J Manley *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: 347 Catherine Street Suburb: Lilyfield NSW Postcode 2040	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

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.***

b) ***I strongly object to the proposed location of this permanent operational facility on Darley Road. The presence of this site contradicts repeated assurances to the community that the site would be returned after construction was completed. The ongoing presence of this site will limit future uses of the darley Road site which could serve community purposes, particularly given its location directly next to public transport. Its presence removes the ability to provide more accessible, safer and direct pedestrian access to the North Leichhardt Light Rail Station. The plant location, in a neighbourhood setting is not appropriate. It will reduce property values and have an unacceptable impacts on the visual amenity of the area. The streets adjacent to Darley Road are comprised of low-rise residential homes and small businesses and infrastructure such as this should not be permitted in such a location.***

c) ***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)***

d) ***Acquisition of Dan Murphys – I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the tax payer should not be left to foot the compensation bill in these circumstances.***

e) ***The EIS shows that traffic on the City West Link, Johnston St, the Crescent, Catherine St and Ross street will greatly increase during the construction period and also be greatly increased by the time Stage 3 is completed. It states that Stage 3 will do nothing to improve traffic congestion in the area in fact it will add to the problem. Many of these areas are already congested at Peak times. This will be highly negative for the local area as more and more people try to avoid the congestion by using rat runs through the local areas on local streets.***

~~**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:** Heide Scholten **Address:** 209 Corunna St
Application Number: SSI 7485	**Suburb:** Stanmore **Postcode** 2048
Application Name: WestConnex M4-M5 Link	**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.**	

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:

I. The EIS social an economic impact study acknowledged the high value placed on retaining trees and vegetation in the affected area but does not mention that WestCONnex has already destroyed more than 1000 trees in the St Peters Alexandria area around Sydney Park alone.

II. 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.

III. 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.

IV. I am completely opposed to approving a project in which the Air quality experts recommend rather than filtrating stacks extra stacks could be added later.

V. The EIS acknowledges that impacts of construction should M4M5 get approval will worsen traffic congestions on Parramatta Rd. In these circumstances it would be outrageous for motorists to be asked to pay up to up to $20 a day in tolls. I object to the fact that this is not considered or factored into the traffic analysis.

VI. 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.

VII. The EIS acknowledges that four years of M4/M5 construction would have a negative economic and social impact across the Inner West through interrupted traffic routes, slower traffic times, disruption with public transport, interruption with businesses and loss of connections across communities. This finding highlights the need for a proper cost benefit analysis for the project. Such social costs should not simply be dismissed with the promise of a construction plan into which the community has not input or powers to enforce.

VIII. 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.

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:** Suzette
	Address: 83 FLORA ST.
Application Number: SSI 7485	**Suburb:** ERSKINEVILLE **Postcode** 2043
Application Name: WestConnex M4-M5 Link	**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.**	

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 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.
- In Leichhardt serious safety concerns about the choice of the Darley Rd site have been raised by the Inner West Council and an independent engineer's report. Despite countless meetings between local residents and SMC and RMS over 12 months, none of the serious and legitimate concerns raised by the residents have even been acknowledged. This is a massive breach of community trust and seriously questions the integrity of the EIS.
- The RMS has previously identified the Darley Rd site in Leichhardt as the third most dangerous traffic hazard in the Inner West. The NSW Land and Environment Court found that the location of the site couldn't safely deal with 60 bottle truck movements a week, but the M4/M5 EIS shows that more than 800 vehicles including hundreds of heavy ones will use the site each day as part of construction of M4M5 Link. HOW IS THIS POSSIBLE? why are the already acknowledged impacts being ignored.
- It has estimated that if construction goes ahead, some homes in Darley St Leichhardt will have a truck on average every 4 minutes just metres from their bedrooms. If experience in Haberfield, Kingsgrove, St Peters and Alexandria is anything to go by, residents can again expect the actual experience to be worse than predicted by the EIS. HOW IS THIS POSSIBLE? why have the serious and legitimate concerns raised by the residents not even been acknowledged.
- The EIS identifies hundreds of risks at different construction sites. It relation to these risks the EIS recommends proceeding despite the risks; or seeking a way to mitigate risks during the "detailed design" phase. That phase excludes the public altogether. That is, the M4/M5 should be approved with no calculation of risks or what mitigation may mean for impacted residents.
- EIS social impact study states that "the health and safety of residents should be prioritised around construction areas" - this is merely platitudinous in the light of the choice of Darley Rd the third most dangerous traffic intersection in the Inner West as a construction site.

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: Charlotte Bolding
	Address: 2 Mildura St
Application Number: SSI 7485	Suburb: Killara Postcode 2071
Application Name: WestConnex M4-M5 Link	Signature: CBolding
Please include my personal information when publishing this submission to your website Declaration: I HAVE NOT made any reportable political donations in the last 2 years.	

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

A. Experience has shown that construction and other plans by WestCONnex are often regarded as flexible instruments. Any action to remedy breaches depends on residents complaining and Planning staff having resources to follow up which is often not the case. I find it unacceptable that the EIS is written in a way that simply ignores problems with other stages of WestCONnex.

B. Why are two different options being suggested for Haberfield? It is clear that both of these are unacceptable and will expose residents to unnecessary traffic danger, congestion and disruption with capacity to enjoy their homes and environment. It is insulting that the EIS acknowledges this but offers not solution other than to go ahead.

C. I do not consider so many disruptions of pedestrian and cycle ways to be a 'temporary' impact. Four years in the life of a community is a long time. The EIS acknowledges that there will be more danger in the environment around construction sites. It is a serious matter to deliberately take steps to reduce the safety of a community, especially when as the traffic analysis shows there will be a legacy of traffic congestion even in 2033. A promise of a plan is NOT an answer to those concerned about the impacts.

D. The impact of the project on cycling and walking will be considerable around construction sites. The promise of a construction plan is not sufficient. There has not been sufficient consultation or warning given 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.

E. Rozelle is an old and historic suburbs of Sydney. The damage that this project would do in destruction of homes, other buildings and vegetation is unacceptable, especially when the project would leave a legacy of traffic congestion in the area.

F. It is outrageous to suggest that four unfiltered stacks would be built in one area, Rozelle

G. Rather than adding to pollution, the NSW government should be seeking ways to reduce emissions. It is not acceptable to argue that worsening pollution is not a problem simply because it is already bad.

H. A lot of work has gone into building cycling and pedestrian routes in Rozelle and Annandale. Interference and disruption of routes for four years is not a 'temporary' imposition.

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: BARB LOCKETT

Signature: BLockett

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: 50 MACLEAY ST

Suburb: POTTS POINT *Postcode* 2011

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

i. 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.

ii. In Leichhardt serious safety concerns about the choice of the Darley Rd site have been raised by the Inner West Council and an independent engineer's report. Despite countless meetings between local residents and SMC and RMS over 12 months, none of the serious and legitimate concerns raised by the residents have even been acknowledged. This is a massive breach of community trust and seriously questions the integrity of the EIS.

iii. The RMS has previously identified the Darley Rd site in Leichhardt as the third most dangerous traffic hazard in the Inner West. The NSW Land and Environment Court found that the location of the site couldn't safely deal with 60 bottle truck movements a week, but the M4/M5 EIS shows that more than 800 vehicles including hundreds of heavy ones will use the site each day as part of construction of M4M5 Link. HOW IS THIS POSSIBLE? why are the already acknowledged impacts being ignored.

iv. It has estimated that if construction goes ahead, some homes in Darley St Leichhardt will have a truck on average every 4 minutes just metres from their bedrooms. If experience in Haberfield, Kingsgrove, St Peters and Alexandria is anything to go by, residents can again expect the actual experience to be worse than predicted by the EIS. HOW IS THIS POSSIBLE? why have the serious and legitimate concerns raised by the residents not even been acknowledged.

v. The EIS identifies hundreds of risks at different construction sites. It relation to these risks the EIS recommends proceeding despite the risks; or seeking a way to mitigate risks during the "detailed design" phase. That phase excludes the public altogether. That is, the M4/M5 should be approved with no calculation of risks or what mitigation may mean for impacted residents.

vi. EIS social impact study states that "the health and safety of residents should be prioritised around construction areas" - this is merely platitudinous in the light of the choice of Darley Rd the third most dangerous traffic intersection in the Inner West as a construction site.

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

Name _____ *Email* _____ *Mobile* _____

Submission from:	Submission to:
Name: Sheree Mahs Signature: S Mahs *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: SYD PARK Suburb: .....Postcode.....	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

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.**

- 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.

- 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."

- Insufficient time has been given for the community to prepare submissions to the EIS, especially when one considers that whole neighbourhoods affected by the project were not even notified during the concept design period. e.g Newtown, east of King St.

- 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.

- 1.1599 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.

- 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.

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

Name _____ Email _____ Mobile _____

Submission from:	Submission to:
Name: JULIO CLEOFAEGOS 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: 248 VICTORIA ROAD Suburb: MARRICKVILLE, NSW Postcode 2204	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

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

I. 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.

II. 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.

III. 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.

IV. 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.

V. 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?

A. THE LATEST EIS WAS RELEASED JUST TEN BUSINESS DAYS AFTER FEEDBACK PERIOD ENDED

Submission from:	Submission to:
Name: Renay Farrell 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: 12/15-23 Knight St Suburb: Erskineville Postcode: 2043	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

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

- I am appalled to learn that more than 100 homes including hundreds of residents will be affected by noise exceedences 'out of hours' in the vicinity of Darley Road, Leichhardt. This will not just be for a few days but could continue for years. Such impacts will severely impact on the quality of life of residents.

- 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.

- Residents of Haberfield should not be asked to choose between two construction sites. This smacks of manipulation and a deliberate attempt to divide a community. Both choice extend construction impacts for four years and severely impact the quality of life of residents. NSW Planning should reject the impacts on Haberfield as unacceptable. (page 106)

- 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. The 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.

- I do not accept the finding in the Appendix P that there will be no noise exceedences during construction at Campbell Rd St Peters. There has been terrible noise during the early construction of the New M5. Why would this stop, especially given the construction is just as close to houses? Is it because the noise is already so bad that comparatively it will not be that much worse. This casts doubt on the whole noise study.

- I completely reject this EIS due to its failure to consider the alternative plan put forward by the City of Sydney.

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: Sylvana Dai

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: 4/83 Edgeware St

Suburb: Enmore *Postcode* NSW 2042

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

i. 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.

ii. In Leichhardt serious safety concerns about the choice of the Darley Rd site have been raised by the Inner West Council and an independent engineer's report. Despite countless meetings between local residents and SMC and RMS over 12 months, none of the serious and legitimate concerns raised by the residents have even been acknowledged. This is a massive breach of community trust and seriously questions the integrity of the EIS.

iii. The RMS has previously identified the Darley Rd site in Leichhardt as the third most dangerous traffic hazard in the Inner West. The NSW Land and Environment Court found that the location of the site couldn't safely deal with 60 bottle truck movements a week, but the M4/M5 EIS shows that more than 800 vehicles including hundreds of heavy ones will use the site each day as part of construction of M4M5 Link. HOW IS THIS POSSIBLE? why are the already acknowledged impacts being ignored.

iv. It has estimated that if construction goes ahead, some homes in Darley St Leichhardt will have a truck on average every 4 minutes just metres from their bedrooms. If experience in Haberfield, Kingsgrove, St Peters and Alexandria is anything to go by, residents can again expect the actual experience to be worse than predicted by the EIS. HOW IS THIS POSSIBLE? why have the serious and legitimate concerns raised by the residents not even been acknowledged.

v. The EIS identifies hundreds of risks at different construction sites. It relation to these risks the EIS recommends proceeding despite the risks; or seeking a way to mitigate risks during the "detailed design" phase. That phase excludes the public altogether. That is, the M4/M5 should be approved with no calculation of risks or what mitigation may mean for impacted residents.

vi. EIS social impact study states that "the health and safety of residents should be prioritised around construction areas" - this is merely platitudinous in the light of the choice of Darley Rd the third most dangerous traffic intersection in the Inner West as a construction site.

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: Sylvana Dai

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: 4/83 Edgeware St

Suburb: ENMORE NSW Postcode 2042

Submission to:

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

Attn: Director - Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

a. The EIS contains no detail of the access tunnel from the Darley Road site to the mainline tunnel other than depicting the route. The approval conditions need to ensure that tunnelling is occurring at sufficient depth so as to not jeopardise the integrity of the homes and not create unacceptable vibration and noise impacts for James Street residents and those at adjacent streets. The approval conditions need to make clear the period of time for which the 'temporary' tunnel is to be used.

b. 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

c. 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.

d. 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.

Attention Director Infrastructure Projects, Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001	Name: Jemima Pascoe
	Address: 5/13 hillview ave
Application Number: SSI 7485	Suburb: Wollongong Postcode 2500
Application Name: WestConnex M4-M5 Link	Signature: Jemmapascoe
Please **include** my personal information when publishing this submission to your website **Declaration**: I **HAVE NOT** made any reportable political donations in the last 2 years.	

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

1. 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.

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

3. 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.

4. Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?

5. An on-line interactive map was published with the M4-M5 Concept Design that indicated a very wide yellow 'swoosh' that is upwaOrds 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 _____

Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 Attention: Director – Transport Assessments Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link	Name: [illegible] SANCHEZ 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: 7412/177 MITCHELL RD Suburb: ALEXANDRIA Postcode 2043

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

- **Acquisition of Dan Murphys – I object to the acquisition of this site on the basis that Dan Murphys renovated and started a new business in December 2016, in full knowledge that they were to be acquired, with the acquisition process commencing early November 2016. This is maladministration of public money and the tax payer should not be left to foot the compensation bill in these circumstances.**

- **Unacceptable noise levels will accompany the construction of this massive interchange. No analysis has been provided of the magnitude of increased noise pollution which will adversely affect the local citizens.**

- **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.**

- **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.**

- **Why is there no detailed information about the so called 'King Street Gateway' included in the EIS ?**

- **The EIS states that 'Impacts associated with property acquisition would be managed through a property acquisition support service.' There is no reference as to how this support service will be more effective than that currently offered. There were many upset residents and businesses who did not believe they were treated in a respectful and fair manner in earlier stages. The EIS needs to include details as to lessons learned from earlier projects and how this will be improved for the M4-M5 impacted residents and businesses. (Executive Summary xviii)**

- **The 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.**

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: Olivia Henderson
	Address: 37 Lombard St
Application Number: SSI 7485	Suburb: Glebe Postcode 2037
Application Name: WestConnex M4-M5 Link	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.*	

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 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*

- *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.*

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

Name _____ Email _____ Mobile _____

Submission from:	Submission to:
Name: Olivia Henderson Signature: [signature]	Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001
*Please **include** my personal information when publishing this submission to your website* ***Declaration** : I **HAVE NOT** made any reportable political donations in the last 2 years.*	Attn: Director – Transport Assessments
Address: 37 Lombard St	Application Number: SSI 7485 Application
Suburb: Glebe N.S.W. Postcode: 2037	Application Name: WestConnex M4-M5 Link

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

◊ The proposed work hours for the Rozelle Rail Yards are tunnelling and spoil handling 24 hours a day seven days a week. Civil construction Mon – Fri 7.00am – 6.00pm, Sat 8.00am –1.00 pm. There will be no night work at The Crescent Civil Site and the daytime hours are stated to be the same as at the Rozelle Rail Yards. However as has been experienced by those at Haberfield and St Peters these hours and especially late and night work have been extended and implemented when the schedule has fallen behind and this has lead to physical and mental stress for many residents through interrupted sleep and loss of sleep especially with children. The roads and sites at night in the area will see a marked increase in noise from truck movements, truck reversing alarms and running machinery. It will also see a marked increase in light during the night hours with site illumination and vehicle head lights as has been experienced in other areas. These problems have not been properly addressed and are not adequately dealt with in the EIS.

◊ The additional unfiltered exhaust stack on the north-west corner of the interchange will further increase the vehicle pollution in an area where the prevailing south and north-westerly winds will send that pollution over residences, schools and sports fields. The St Peters Primary School in particular will be at the apex of a triangle between the two exhaust stacks on the south-western and north-western corners of the interchange. This is utterly unacceptable.

◊ I am concerned that the EIS provides no reasons why the City of Sydney's alternative plan might not be preferable to the proposed WestCONnex.

◊ Why the so called 'King Street Gateway' been excluded in the analysis of cumulative impacts of other projects ?

◊ 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.

◊ 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.

◊ 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.

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: Rosalie Gay Sydney

Signature: [signature]

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

Address: 46 Albermarle St

Suburb: Sydney NSW *Postcode* 2042

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

- It is stated that if congestion proves to be a problem then other solutions will have to be found. Other routes that are being considered will be using the Western Distributor, the Crescent, Victoria Rd, Ross St, Pyrmont Bridge Rd and Johnston St. The Crescent and Johnston St are clearly going to be used. This despite the fact that in a consultation those representing Westconnex assured residents of Annandale that neither Johnston St or Booth St would be used. It is expected that these routes will also be used for night transport. It is clear that it is unlikely that transportation routes shown in the EIS will be adhered to. This is unacceptable.

- 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.

- The widening of the Crescent between the City West link and Johnston St with an extra lane being constructed will lead to heavy traffic congestion. This will be exacerbated still further by extra traffic light control cycles being incorporated into the signaling at both Johnston St and at the City West Link, with the inclusion of an extra traffic light control 400m West from the Crescent / City West Link junction to manage the movement of large numbers of spoil trucks.

- 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."

- 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.

- 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.

***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: Talisse Residents

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: 70 Clements St

Suburb: Russell Lea Postcode 2046

Submission to:

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

Attn: Director – Transport Assessments

Application Number: SSI 7485

Application Name: WestConnex M4-M5 Link

- I am concerned that while the EIS finds that tolls do weigh more heavily on lower income motorists, there is no serious analysis of the blatant unfairness of letting of private consortium toll people for decades in order to pay for less profitable tollways for wealthier communities.

- I am concerned that SMC has selected one of Sydney's most dangerous traffic spots, Darley Rd in Leichhardt for a construction site that will bring hundreds of extra trucks and cars into the area on a daily basis for years.

- 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.

- 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.

- 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.

- The EIS does not provide any opportunity to comment on the urban design and landscape component of the project. It states that 'a detailed review and finalisation of the architectural treatment of the project operational infrastructure would be undertaken 'during detailed design'. The Community should be given an opportunity to comment upon and influence the design and we object to the approval of the EIS on the basis that this detail is not provided, nor is the community (or other stakeholders) given an opportunity to comment or influence the final design.

- The latest EIS was released just ten business days after feedback period ended for the Concept Design for the M4/M5 and before preliminary drilling to establish a route through the Inner West is completed. WHAT IS THE RUSH? This EIS is little more than a concept design and is far less developed than earlier ones. It is composed of many indicate only plans such that it is impossible to know what the impacts will be and yet approval is being sought in a rush. The EIS ignores more than 1500 submissions, including one of 142 pages from the Inner West Council.

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

Name _____ Email _____ Mobile _____

Submission to : Planning Services, Department of Planning and Environment GPO Box 39, Sydney, NSW, 2001 **Attention: Director – Transport Assessments** **Application Number: SSI 7485 Application Name: WestConnex M4-M5 Link**	**Name:** Grace Jenkins **Signature:** G Jenkins ***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:** 107 Station Street **Suburb:** Newtown **Postcode** 2042

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

- **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.**

- **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.**

- **Land Subsidence in the areas of all tunnel routes is of great concern to all residents. This is of especial concern in the Rozelle /Lilyfield area where there are layers of tunnels. There is likely to be ongoing and considerable subsidence even when the tunnels are built due to the ongoing necessity to remove ground water from the tunnels. This will lead to a slow drying out of the sandstone and hence settlement.**

- **Recently Andrew Constance has been quoted numerous times promoting his vision of the transport future and some of these views are aired in the EIS but the vision put forward is highly visionary with no practical detail addressing how these changes are going to be brought about and so they are totally unrealistic. For example it is starting to be commonly accepted that car manufacturers will be reducing production of petrol/diesel cars before 2040 probably starting in 2030. It is proposed that electric cars will then take over. It is suggested that cars will be charged over night at people's homes. Virtually no one in the Inner City Suburbs has a garage. Are all the streets throughout all the suburbs going to be fitted out with charging points outside all the houses, similar to parking meters? We have all watched the shambles of the rolling out of the NBN it would be mind blowing to watch what would happen with the rolling out of charging points to each household without a garage and it would take years to achieve. There are virtually no recharging points at any Fuel Stations anywhere as yet and to set these up will take years. A large part of the population run older cars, because that is all they are able to afford. It will take many years for these petrol/diesel cars to disappear. Andrew Constance has also said that when everyone is driving an autonomous car average speeds will be reduced but as they are not being controlled by individual drivers this will mean they will be able to travel much closer together and so there will not be so much delay caused by spread out congestion. If this is to be so perhaps the suggestion could be made that some mechanism could be employed which would enable these cars to link together; if that could be done then they could form -a TRAIN - and then really travel at speed!**

[redacted]

From: Grace Jenkins <campaigns@good.do>
Sent: Sunday, 15 October 2017 4:41 PM
To: DPE CSE Information Planning Mailbox
Subject: Submission to WestConnex New M4/M5 EIS, project number SSI 16_7485

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

SUBMISSION OF OBJECTION TO WESTCONNEX M4/M5 LINK EIS.

I do not give my support in any manner to westconnex. I have been a part of the Newtown community for over 15 years and feel this is a threat to my 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 must reject this EIS and instead recommend to the NSW government that there should be an independent review of WestConnex before more billions are spent and more residents' lives are damaged.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Yours sincerely, Grace Jenkins 107 Station St, Newtown NSW 2042, Australia